

NICHOLS *and*
SHEPARD
CO.

BATTLE CREEK · MICH ·

*Founded
in 1848*

1913 CATALOGUE

Nichols & Shepard Company

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Monetary and material contributions should be forwarded to the addresses found below. If you desire to be informed as new materials are available, please contact me via email. Documents and photographs are currently being scanned and put in .pdf files for ease of distribution. Equipment registries and other information is also being typed up.

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*Founded
in 1848*

CATALOGUE

*Sixty-Five Years'
Experience*

Nichols & Shepard Company

Battle Creek, Michigan

Builders of

Threshing Machinery

Branch Houses (With Full Stock of Repairs)

<i>Kansas City, Mo.</i>	<i>Minneapolis, Minn.</i>	<i>Lincoln, Neb.</i>	<i>Winnipeg, Man.</i>	<i>Calgary, Alberta</i>
<i>Peoria, Ill.</i>	<i>Indianapolis, Ind.</i>	<i>Madison, Wis.</i>	<i>Billings, Montana</i>	
<i>Des Moines, Iowa</i>	<i>Regina, Sask.</i>	<i>Fargo, N. D.</i>	<i>Nashville, Tenn.</i>	
<i>Consolidated Wagon and Machinery Company, Salt Lake City, Utah</i>				
<i>Geo. H. Gallagher Co., Spokane, Wash.</i>				

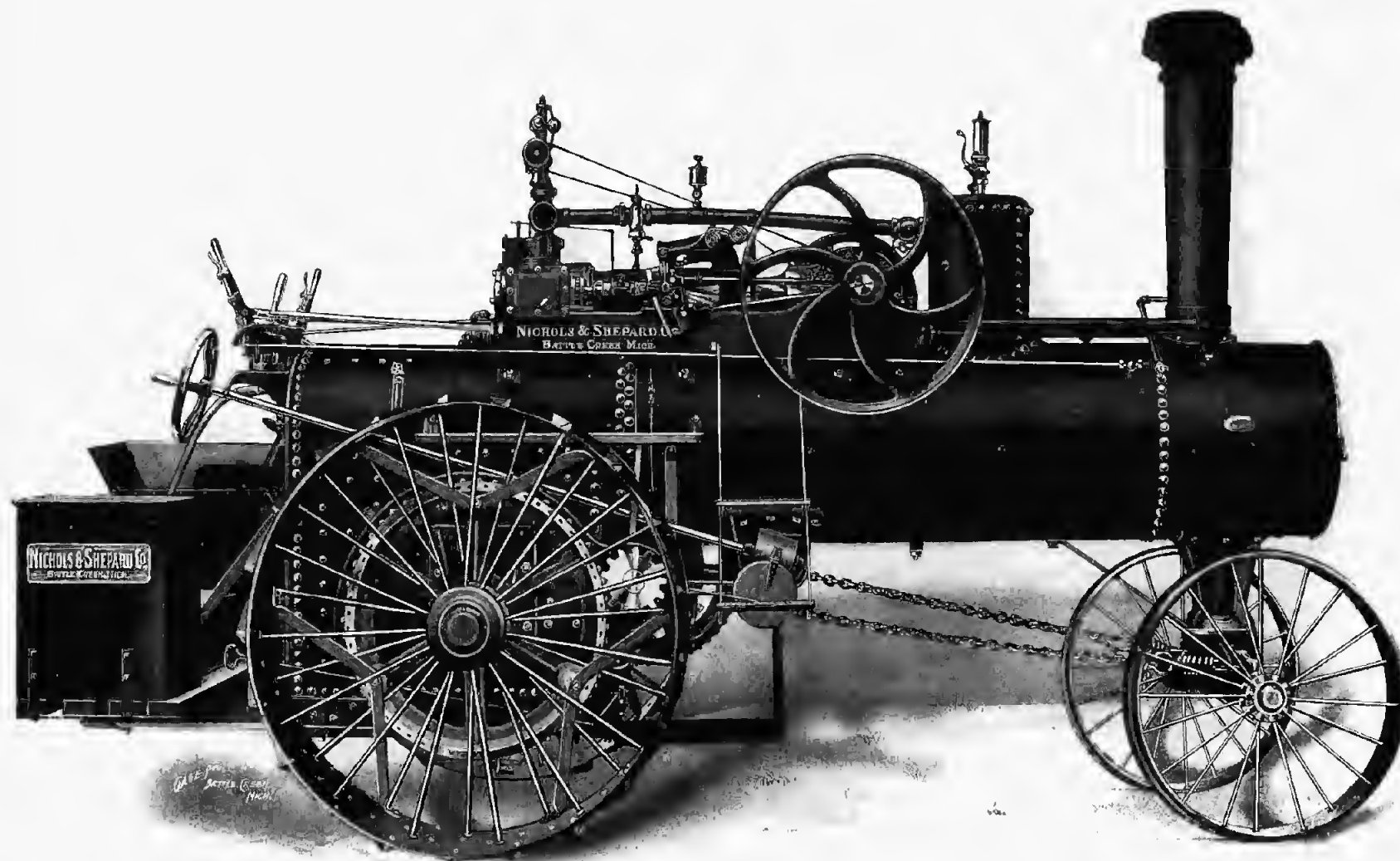
IT BEATS OUT THE GRAIN

Built to Thresh the Most and the Best



THE RED RIVER SPECIAL

Ready to Travel. Wind Stacker and Self-Feeder Attached



TRIED AND TRUE

RED
RIVER
SPECIAL
LINE

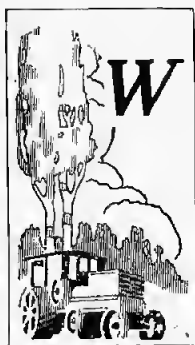


IMPROVED
STEAM
AND
OIL GAS
TRACIONS

*NICHOLS-SHEPARD DOUBLE CYLINDER TRACTION ENGINE (Fly-Wheel Side)
Made in Four Sizes, 16H, 20H, 25H and 30H. Adapted to Coal, Wood or Straw
16H not a Straw Burner*

IT IS DIFFERENT

The Red River Special Line



WHAT is it? Do you really know? If not, why not take a little time and look through this catalog?

You will find that the Red River Special Line is a Specialty Line. It is just Threshers, Traction Engines—both Steam and Oil-Gas—with Stackers, Feeders, Weighers, etc., etc., and nothing else. It is just a Thresher and Engine line and

not a conglomeration of all kinds of farm tools and machinery. ***But it is different from any other line.***

The Builders of the Red River Special Line are not a Trust, nor a great big combine trying to get hold and control of the building and selling of everything a farmer buys and uses. It is just the one organization that started over fifty years ago building threshing machinery and building it just as good as it possibly could. It started out to build the best threshing machinery in the world, and build nothing else. Making a specialty of such machinery, it has been able to accomplish wonders which it never could have done had it tried to build in addition to threshing machinery, road machinery, huskers, shredders, trucks, saw mills, hay and harvesting machinery and all other kinds of farm machinery and farm tools.

A man can learn to do one thing better than he can learn to do many; so can a manufacturer learn to build one line better than he can learn to build a dozen.

The Red River Special line is built by an army of Specialists. Every effort is put forth in the one direction—Threshers, and attachments, and Tractors—Steam and Oil-Gas.

Better results follow such a course than would if the builder tried to make a dozen other lines along with it. The best threshing machinery can be produced only in this manner. The effort and means are all concentrated upon this one line.

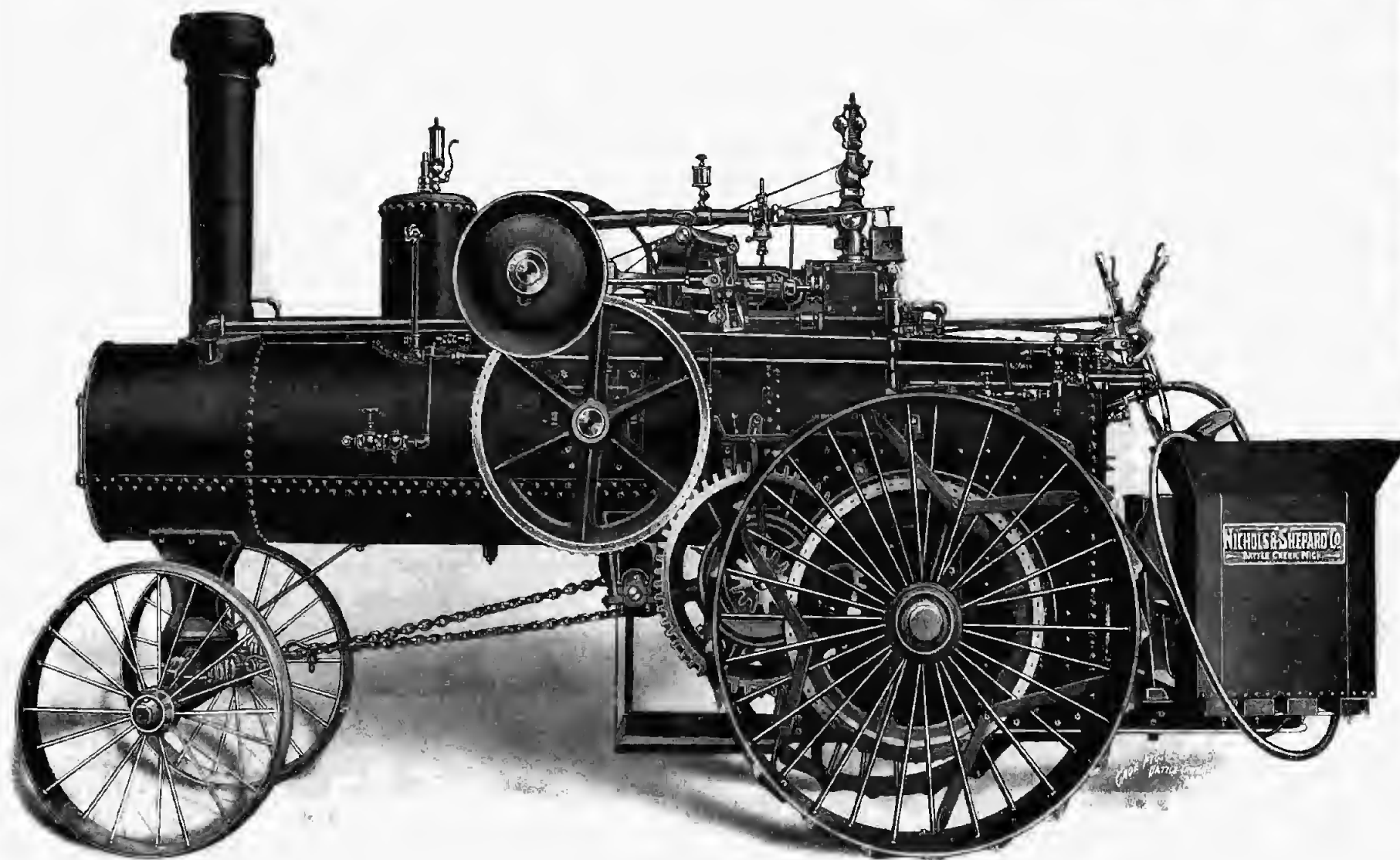
In this way has it been possible to produce the celebrated Red River Special, the Nichols-Shepard Traction Engine, the Oil-Gas Tractor, the Steel Frame Horse-Power, the Universal Self-Feeder, and the Gearless Wind Stacker.

The Red River Special is the only thresher made which ***beats*** the grain out of the straw. The Nichols-Shepard Traction Engine can be found doing the most effective work upon the farms of the country. The Oil-Gas Tractor is the greatest kerosene burning plowing engine built and it drives a thresher like a steam engine. In this way they are different.

To fully know what the Red River Special Line is, what it consists of, how it is made, and what this difference is, read this catalog. It will interest you, and it will pay you, whether Thresherman or Farmer.

NICHOLS & SHEPARD COMPANY.

STRENGTH AND UTILITY



RED
RIVER
SPECIAL
LINE

FIREWORK
STEAM
AND
OIL-GAS
PUMPERS

NICHOLS-SHEPARD DOUBLE CYLINDER TRACTION ENGINE (Gear Side)

*Adapted to Coal, Wood or Straw
Service, Strength and Utility*

The Nichols-Shepard Traction Engine

In buying a traction engine you first demand one which is designed right; that is, built along the right lines so that it is practical and convenient in every way and at the same time long-lived and strong.

It has the hardest kind of usage when well used, and if you should be compelled to place it in the hands of hired help, it must be so built that it will withstand all the strain, shocks and jars to which careless or incompetent usage may subject it.

Now, Nichols & Shepard have designed and built their traction engines for just that kind of usage.

The years of experience of both builders and customers put them in shape where they know what is needed, and their great facilities enable them to carry out to the very limit their purpose and intent.

Every feature from the half-inch boiler-plate to the link reverse is chosen because it is the best, and every part used in their construction is selected of the very best material and built by the most expert workmen.

The design is the best ever built. There is only weight enough upon the front wheels to hold them down; this makes it guide easily. All the weight not needed on the front wheels is upon the rear wheels, which gives the engine great pulling power. It has the most substantial boiler made, with the thickest boiler-plate used in traction engine construction.

It steams easily and has ample steam capacity for its engine.

It has steel traction wheels.

It has steel platform frame and draw-bar.

It has extra large main shaft and counter-shaft.

It has shaking grates.

Extra large main and counter-shaft boxes arranged for thorough lubrication.

Extra large brackets which are strongly attached to the boiler.

Each engine is thoroughly tested to twice its nominal horse-power.

It has many time-saving conveniences.

All the actuating levers and vital working parts are immediately under the hand of the engineer. The throttle reverse, and friction levers, and the steering gear are "handy" in their natural places for prompt action. This prevents accidents, saves time and saves and makes money for the operator.

The steam-gage and water-gage glasses are in plain sight of the fireman and engineer.

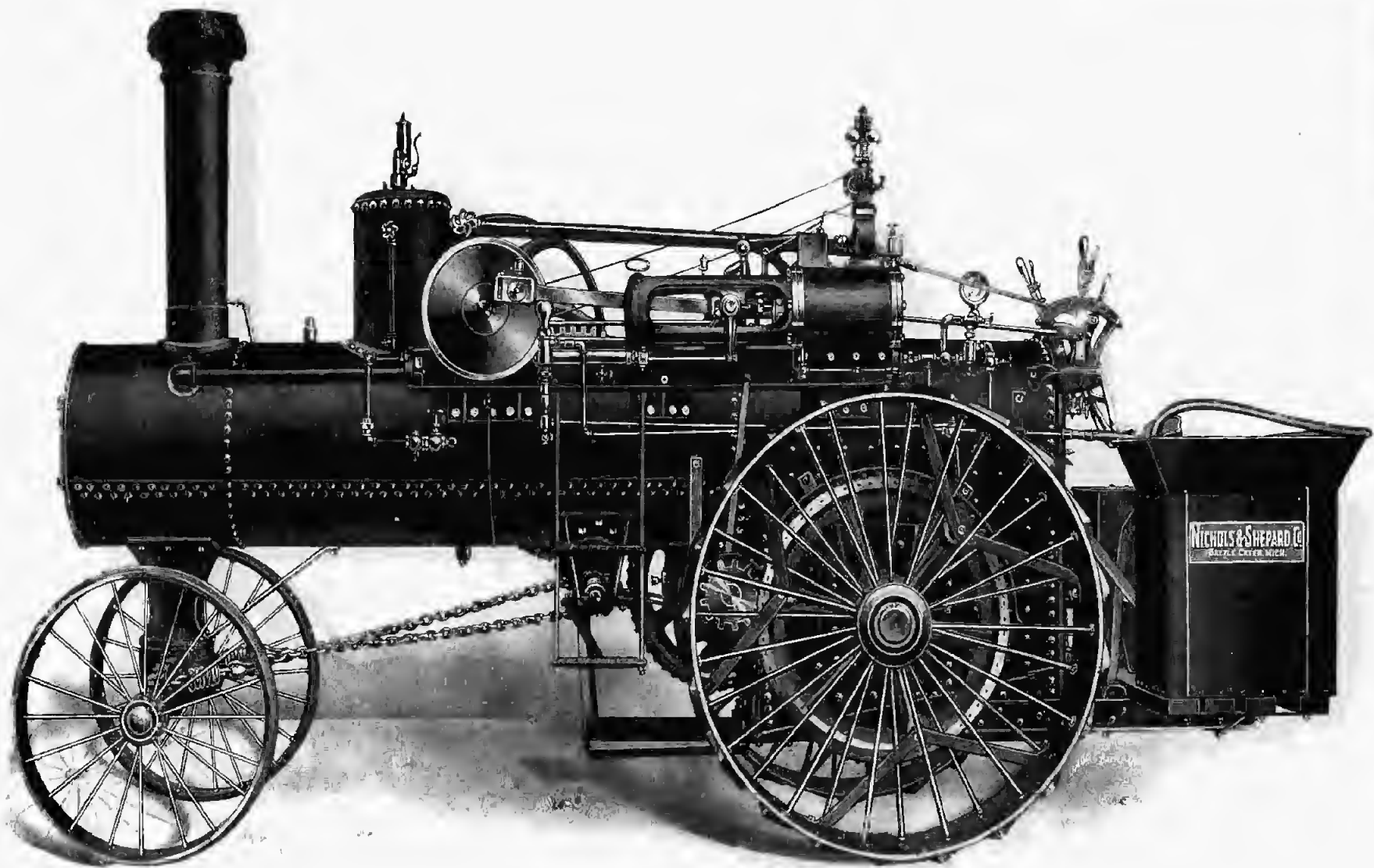
The injector and pump-valves as well as lubricator and governor speeder are within easy reach. All these features are where the engineer can reach them from the platform.

RED
RIVER
SPECIAL
LINE

NICHOLS & SHEPARD CO.
LITTLE CREEK, MICHIGAN

STEAM
AND
GAS
TRACED

A HANDY ENGINE



RED
RIVER
SPECIAL
LINE



FRESH
STEAM
AND
GAS
TRACTORS

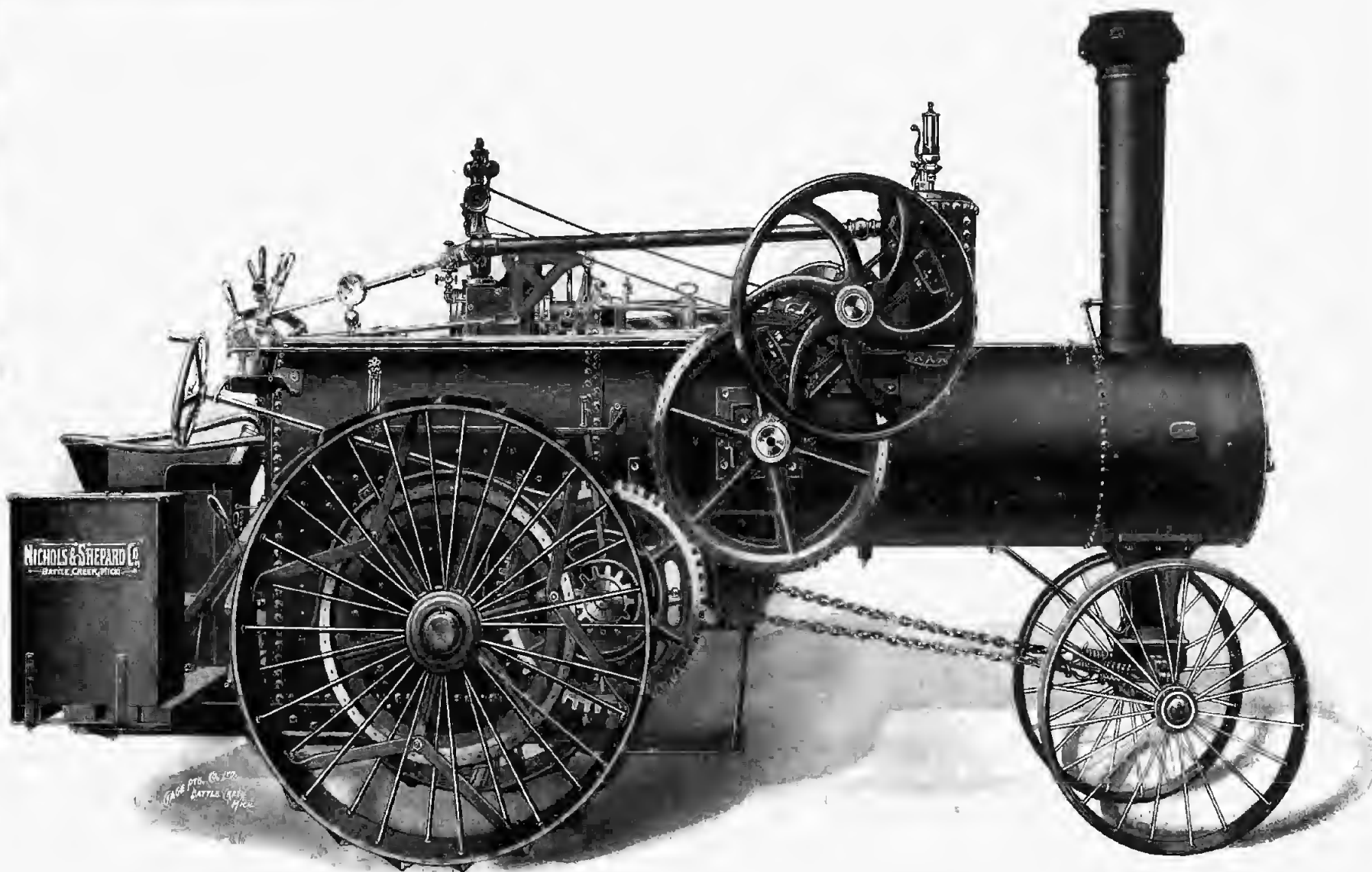
*NICHOLS-SHEPARD SINGLE CYLINDER TRACTION ENGINE (Engine Side)
Made in Five Sizes, 13H, 16H, 20H, 25H and 30H. Adapted to Coal or Wood
(20H, 25H and 30H can be furnished as Straw Burners)*

OUTWEARS THE BUYER

RED
RIVER
SPECIAL
LINE



QUESTIONS
STEAM
AND
OIL-GAS
TRACTORS



NICHOLS-SHEPARD SINGLE CYLINDER TRACTION ENGINE (Gear Side)

For Coal, Wood or Straw

Nichols-Shepard Double Cylinder Engine

Built in four sizes, 16H, 20H, 25H and 30H for coal and wood, and 20H, 25H and 30H as straw burners.

The double cylinder engine is the engine for steam plowing, hauling and grading. It has much better motion for such uses than the single cylinder engine, as the power is applied to the crank-shaft and gearing twice as often as it is with the single cylinder engine.

The Nichols-Shepard double cylinder engine has developed a greater degree of strength, durability, effectiveness and convenience than any other traction engine made. It is the acme of engine building for threshing and general farm use.

The special features peculiar to it and not found on other makes give it superiority. It is built with great care as to selection of material and workmanship employed. It excels in design.

The main crank-shaft pinion and friction-clutch are on the side opposite the fly- or band-wheel, so that the main shaft is properly balanced and the work on it is properly distributed.

An ample steam supply is provided in each of the different sized engines, each engine being built upon a boiler large enough to furnish an abundance of steam under all conditions. Its fric-

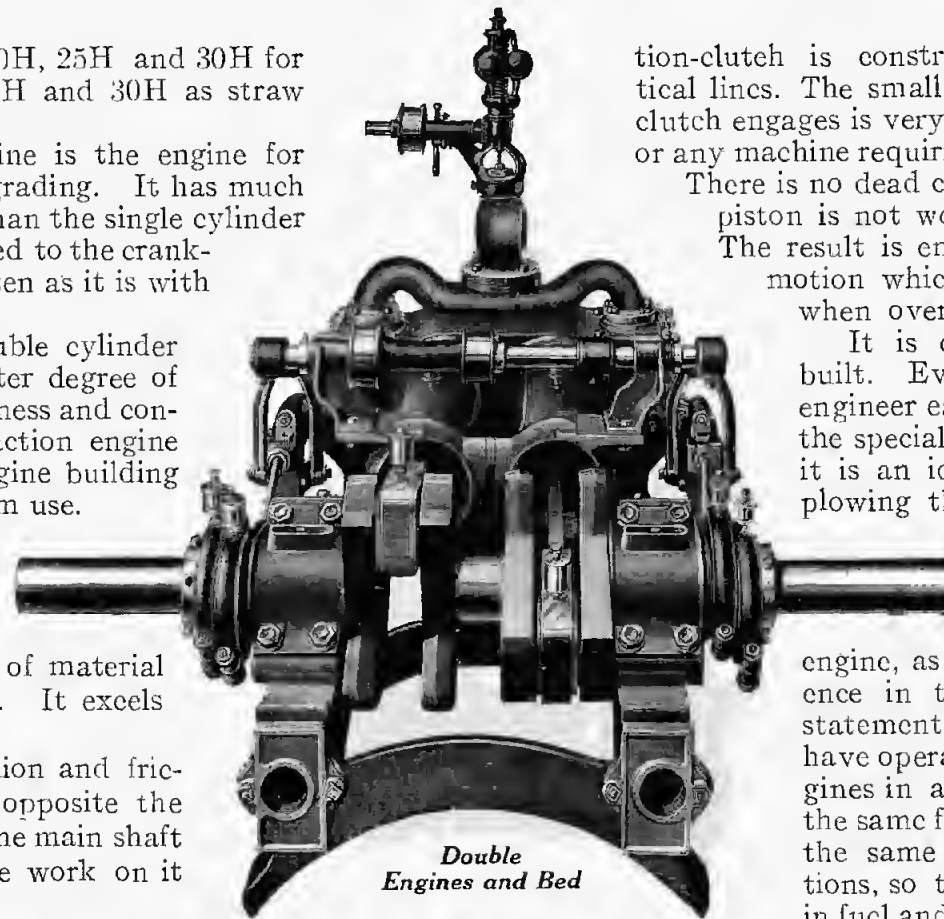
tion-clutch is constructed along the most practical lines. The small pulley in which the friction-clutch engages is very convenient for driving a saw or any machine requiring less speed than a thresher.

There is no dead center and no place where the piston is not working under direct pressure. The result is entire freedom from the jerky motion which comes with single engines when overloaded.

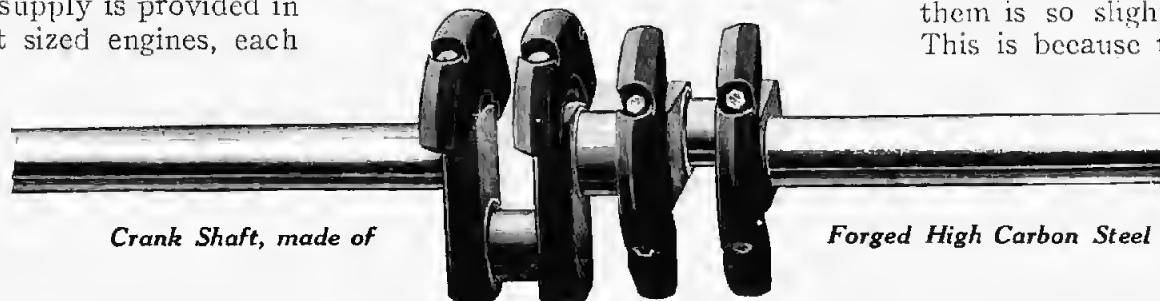
It is compactly and conveniently built. Every part is reached by the engineer easily from the platform. With the special plow platform and draw-bar it is an ideal engine for use in steam plowing throughout the entire United States and Canada.

It requires practically no more fuel and water than the single cylinder engine, as you cannot notice any difference in that regard. We know this statement to be absolutely true. We have operated the double and single engines in a test against each other with the same fuel and the same water, doing the same work under the same conditions, so that we know the difference in fuel and water consumption between them is so slight as to be negligible. This is because the Nichols-Shepard

double cylinder engine has been perfected so as to develop all of the power and economy possible.



Double
Engines and Bed



Crank Shaft, made of

Forged High Carbon Steel

RED
RIVER
SPECIAL
LINE



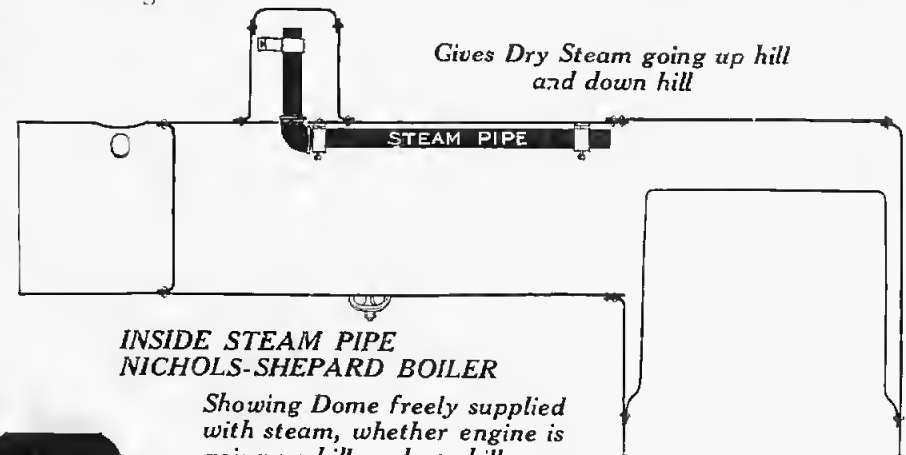
THE
STEADY
AND
ELEGANT
TRACERS

DOUBLE STRENGTH BOILER

The Nichols-Shepard Boiler

The boiler of the Nichols-Shepard traction engine is constructed of the very best selected and tested material. The boiler-plate is of the best extra thick homogeneous steel. It is built by boiler makers who have had years of experience in the business. *It is double riveted* where the greatest strain comes. It has double thick flue-sheet and crown-sheet. It has extra thick outside sheets surrounding the fire-box (seven-sixteenths of an inch thick in all small engines and one-half inch thick in all 25H and 30H plow engines) to which the most of the brackets are fastened and upon which the greatest strain comes, so that the brackets are solid and strong, preventing their ever coming loose and preventing leaky bracket bolts. Only by using this thick sheet and the extra heavy brackets can the best results be attained, as the thick sheet will not spring, the brackets are so large they have greater hold upon the

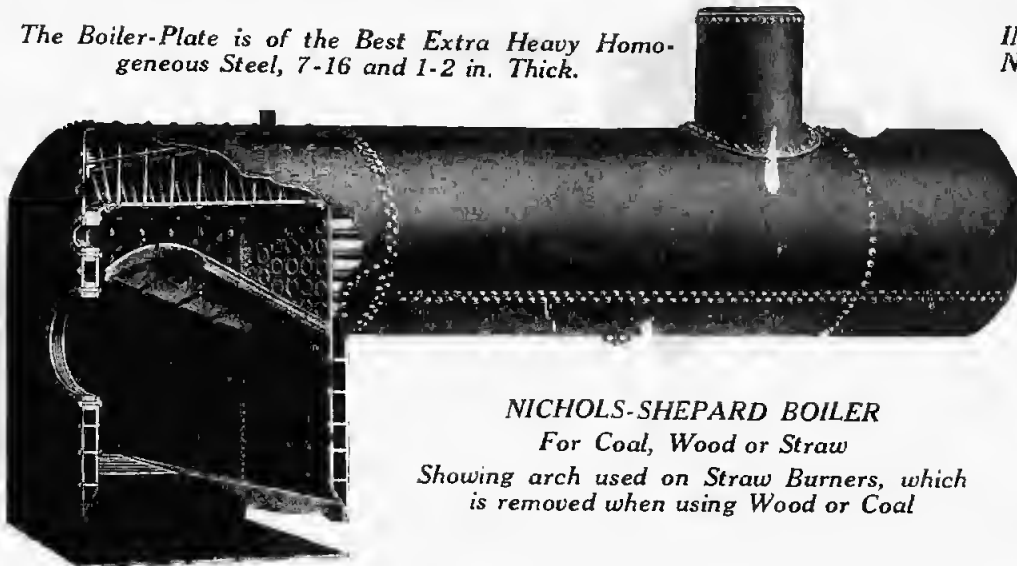
boiler, permitting the use of more bolts, and the thick sheet also gives thread enough to the bracket bolts so that they hold firmly in place without loosening or leaking. It will be noticed that the openings into the fire-box on the Nichols-Shepard engines are oval in shape and fitted with wrought iron rings, which prevents the possibility of the sheet cracking at the edge, and also prevents the seams from coming loose and leaking.



**INSIDE STEAM PIPE
NICHOLS-SHEPARD BOILER**

Showing Dome freely supplied with steam, whether engine is going up hill or down hill

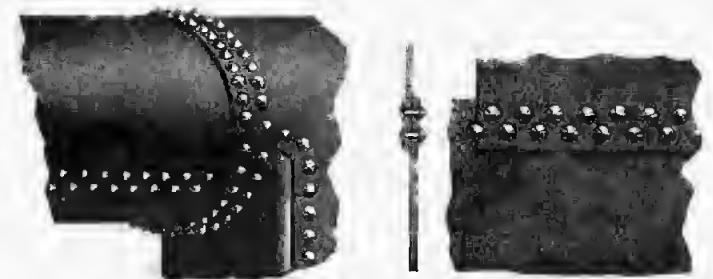
The Boiler-Plate is of the Best Extra Heavy Homogeneous Steel, 7-16 and 1-2 in. Thick.



NICHOLS-SHEPARD BOILER

For Coal, Wood or Straw

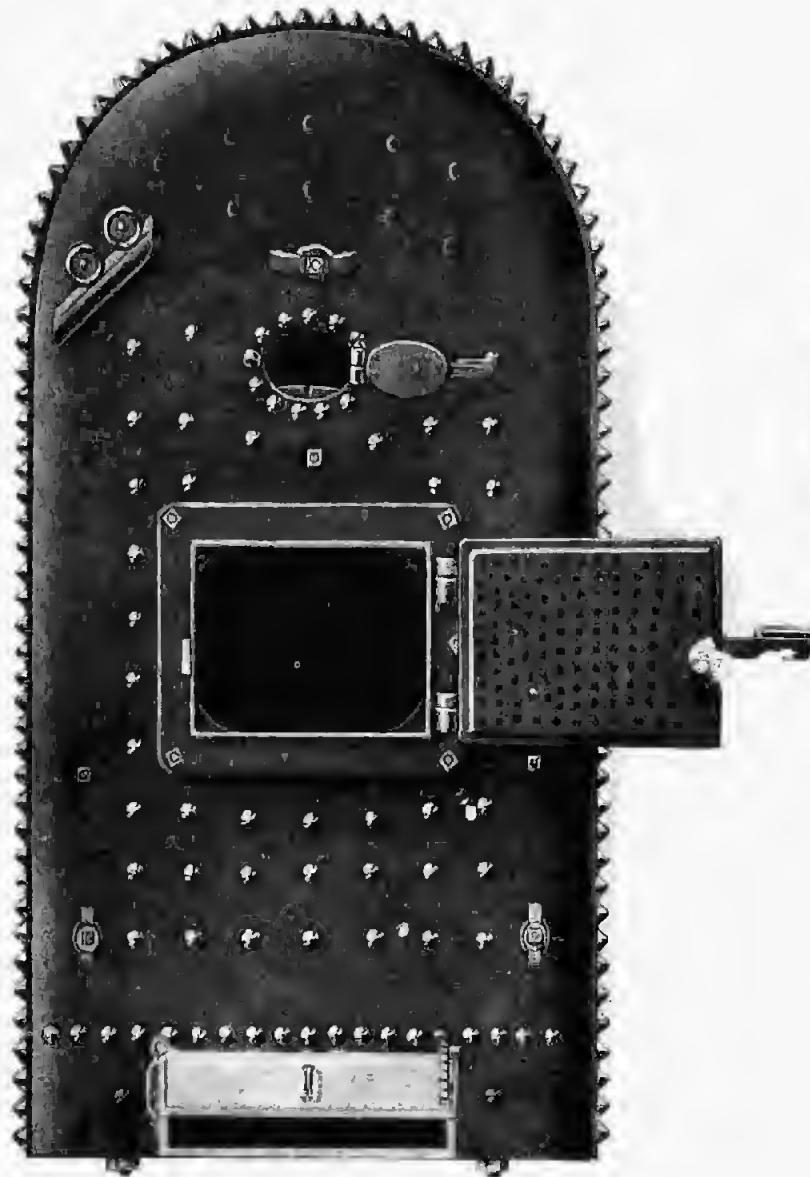
Showing arch used on Straw Burners, which is removed when using Wood or Coal



Double Riveted Seams

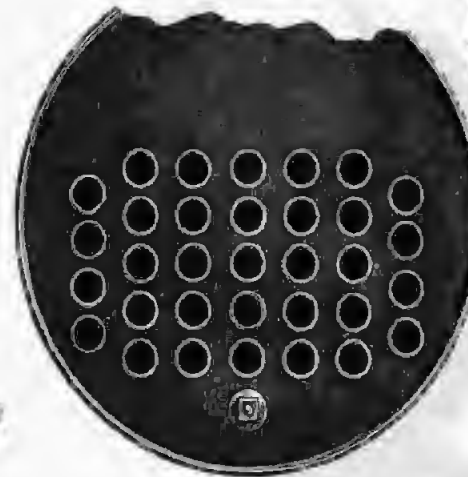
Fire-Box Extra Large

SHAKING GRATES FREE



NICHOLS-SHEPARD BOILER FRONT
20H, 25H and 30H Engines, showing clean-
out door for reaching the top of Fire-
Brick when used as Straw Burners

**NICHOLS-SHEPARD
FLUE-SHEET**
In Smoke-Box End



**NICHOLS-
SHEPARD
FLUE-
SHEET**



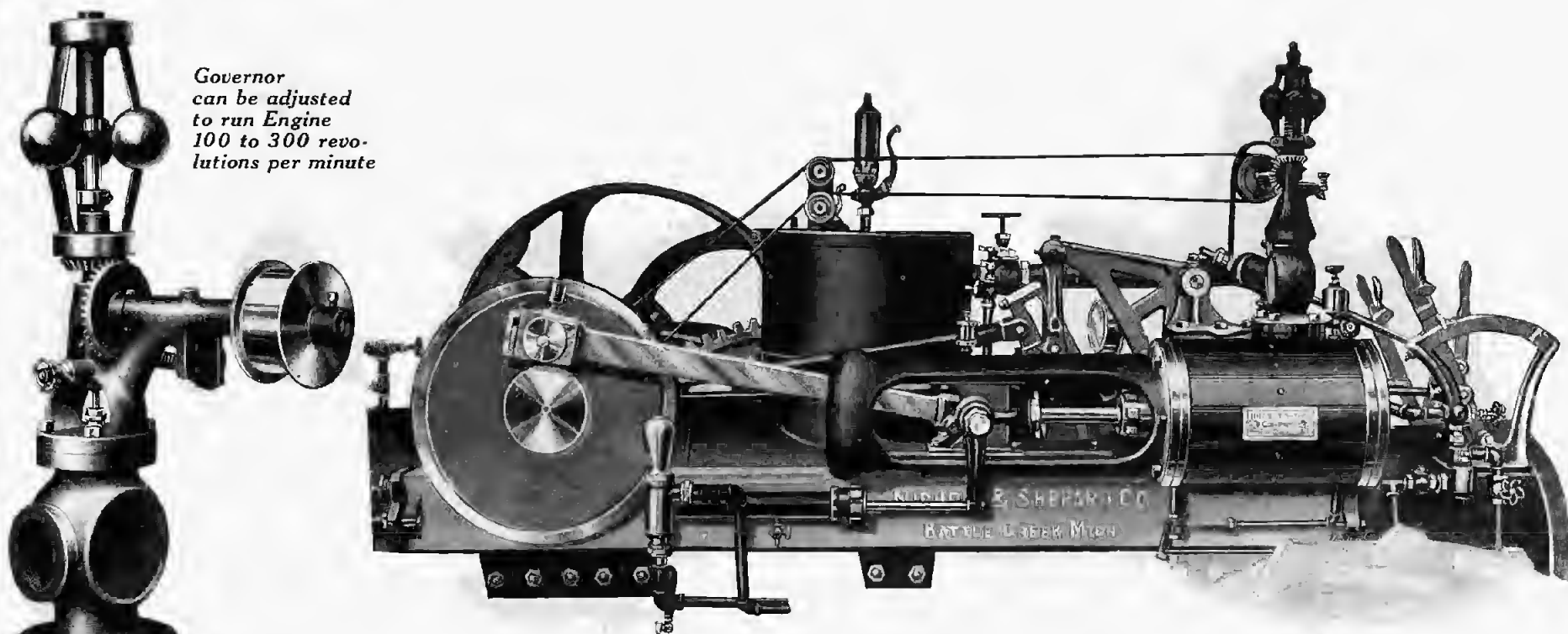
SHAKING GRATES
Used for Coal in all Nichols-Shepard
Engines from 16H to 30H
Furnished without extra charge



RED
RIVER
SPECIAL
LINE
HEAVY
STEAM
AND
OIL-GAS
TRACTORS

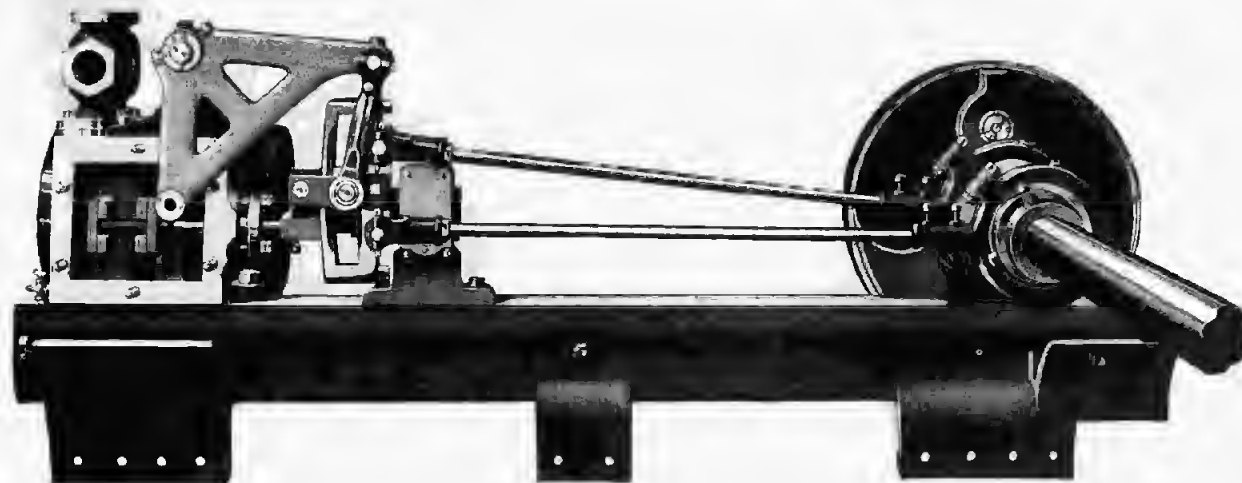
THE BEST REVERSE MADE

Governor
can be adjusted
to run Engine
100 to 300 revo-
lutions per minute

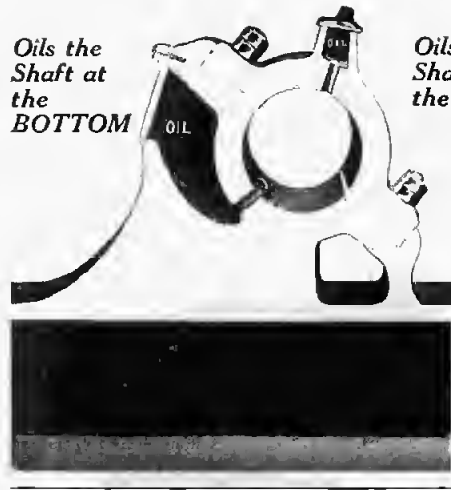


NICHOLS-SHEPARD SINGLE CYLINDER ENGINE AND BED

All our Engines have reliable
Cross-Head Pump,
also Injector



Link and Valve Connection in
the above Engine

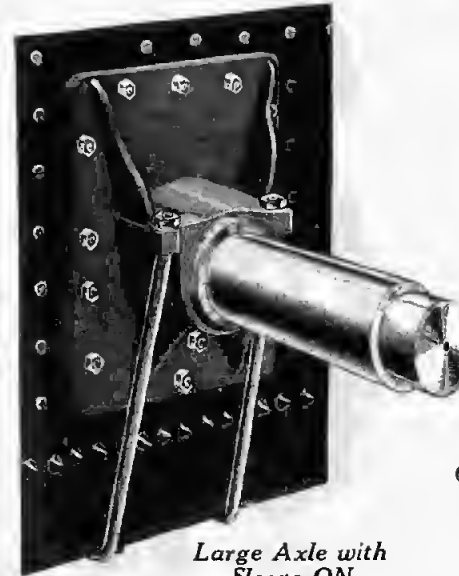


Oils the
Shaft at
the
BOTTOM

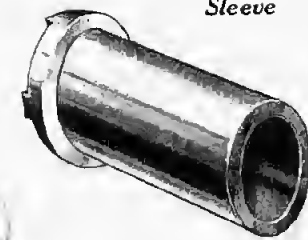
Oils the
Shaft at
the TOP



Large Axle with
Sleeve OFF



Large Axle with
Sleeve ON



Sleeve

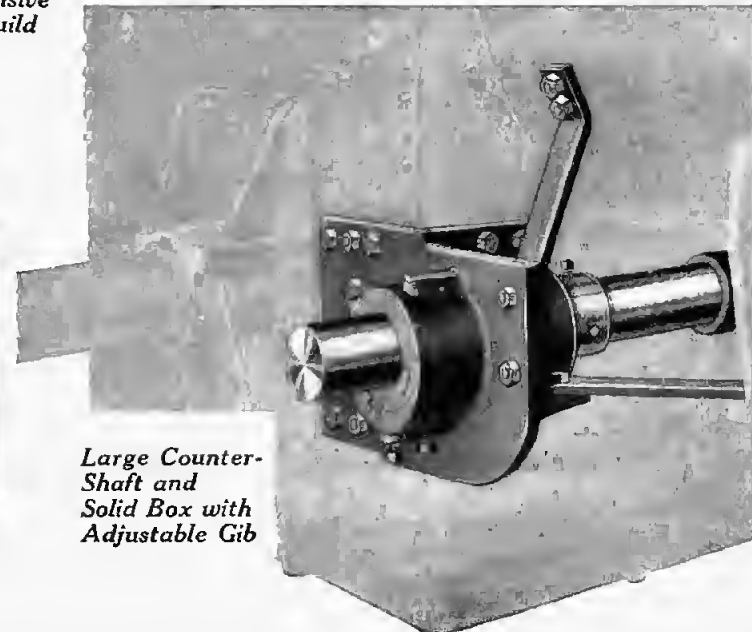
The Massive Main Shaft
always runs in oil.
Our journals never get dry
or cut.
Box never gets hot



Main Shaft Boxes
Bearing twice
as great as other
makes



Expensive
to build



Large Counter-
Shaft and
Solid Box with
Adjustable Gib

RED
RIVER
SPECIAL
LINE



WILKINS & SHERMAN CO.
LITTLE CREEK, NICHOLSON

STOUT DRIVE-WHEELS

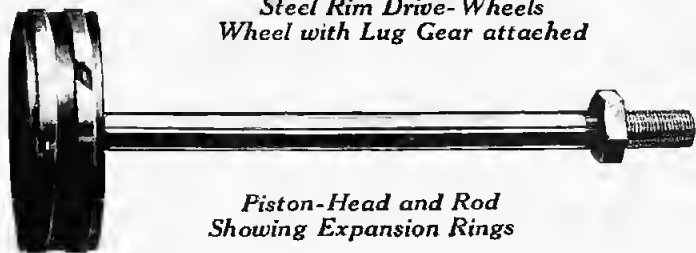
NEW
RIVER
SPECIAL
LINE

NICHOLS & SHEPARD
LITTLE CREEK, MISSOURI

FRESH
STEAM
AND
OIL-GAS
TRACTORS



*Steel Rim Drive-Wheels
Wheel with Lug Gear attached*



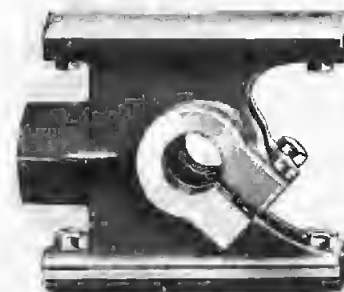
*Piston-Head and Rod
Showing Expansion Rings*

Steel Rim Drive Wheels

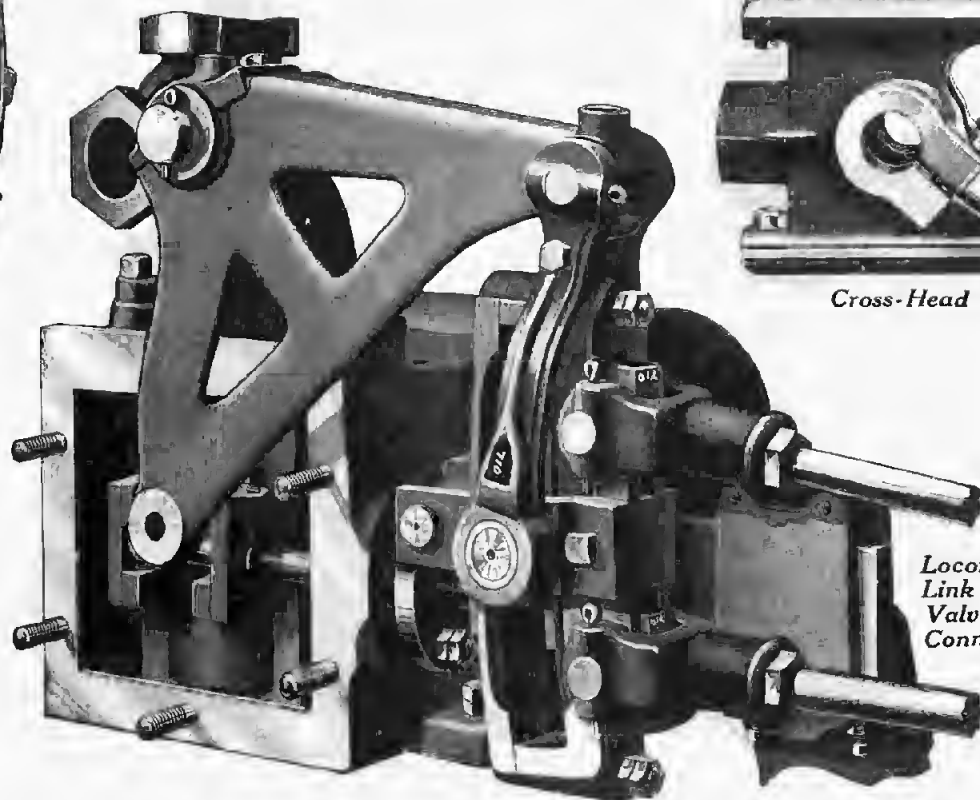
The wheels of a traction engine must not only propel it on ordinary occasions, but they must be so powerful that when an engine gets into a sand-pit or mud-hole it will stand



Connecting-Rod



Cross-Head



*Locomotive
Link and
Valve
Connection*

Steel Rim Drive-Wheels

Practically Indestructible

the jar and concussion needed to get it out and on its way again. We have, therefore, specially built steel rim drive-wheels, the strongest traction engine drive-wheels that can be made. The rims are extra thick, the spokes are extra large and strong and are riveted securely so that they cannot come loose. These drive-wheels are practically indestructible. The spokes are riveted while red hot into the tires and with sufficient metal both sides of the tire to securely hold throughout the lifetime of the engine. The molten metal of the hub is cast solid on the spokes, making a weld between the hub and spokes complete, forming the strongest wheel made. They have advantages over *built-up* wheels used in cheaper construction. *The rims on all 30H engines are reinforced on both edges.*

The mud claws are made of malleable iron. If they ever wear out, they can be replaced at moderate cost. The large axle bearing will never wear out. The axle sleeve is large and very long and has ample wearing surface, and if in the course of time it should wear on one side it can be turned over and a new wearing surface presented.



*Wheel, with 28-in. or 32-in. Tire. Three Rows of Spokes
Can be used only on 25H and 30H*

RED
RIVER
SPECIAL
LINE



THREESIDE
STEEL
AND
CLEAN
TRACTORS

A STRONG CLUTCH

The Nichols-Shepard Friction-Clutch

The improved friction-clutch used on the Nichols-Shepard traction engines is the safest and strongest friction-clutch ever built for such a purpose.

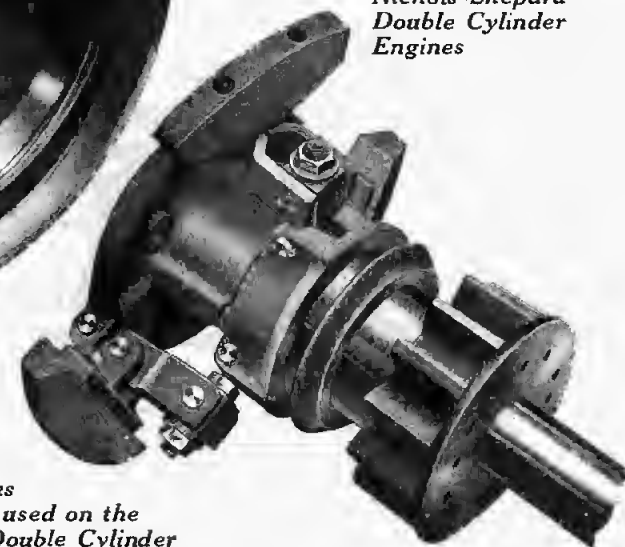
It can be engaged and thrown out more easily and more certainly than any other.

It has a strong grip on the band-wheel in which it operates so that it conveys to the traction gearing the full power of the engine.

The small pulley on double cylinder engines in which the friction-clutch operates gives the operator two band-wheels of different sizes, divides the weight on both ends of the main shaft, and divides the strain between the boxes more evenly.



*Friction -
Clutch
Used on
Nichols-Shepard
Double Cylinder
Engines*



*An Abundant
Fuel Supply
Plow Platform
Large Water-Tanks
and Coal-Bunkers used on the
Nichols-Shepard Double Cylinder
Traction Engine for Plowing*



Rear View of Plow Engine

The Steel Frame Platform and Draw-Bar

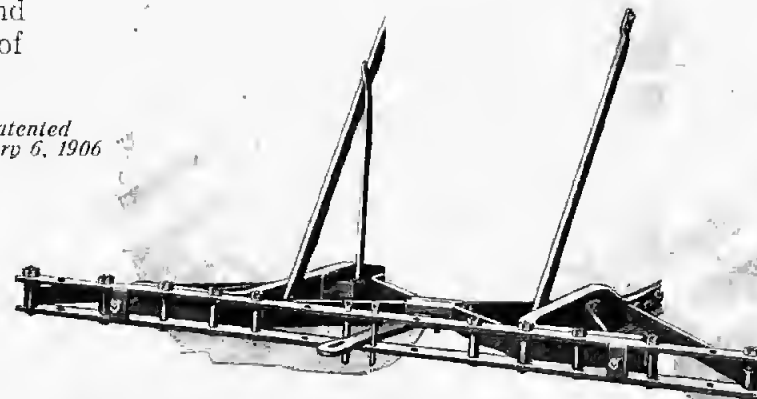
The Nichols-Shepard steel frame platform is built especially strong so that it cannot get out of place nor sag with the usual platform load.

The draw-bar is directly attached to the platform frame.

The platform frame is made of strong bars of structural steel bent in shape so as to thoroughly support the platform, and is bolted to the boiler-shell below the water-line so that it cannot cause trouble by bolts leaking.

It is thoroughly braced and supported so that it will carry the extra large water-tanks and coal-bunkers and support the plow hitch, which is so admirable a feature of the Nichols-Shepard plow engine.

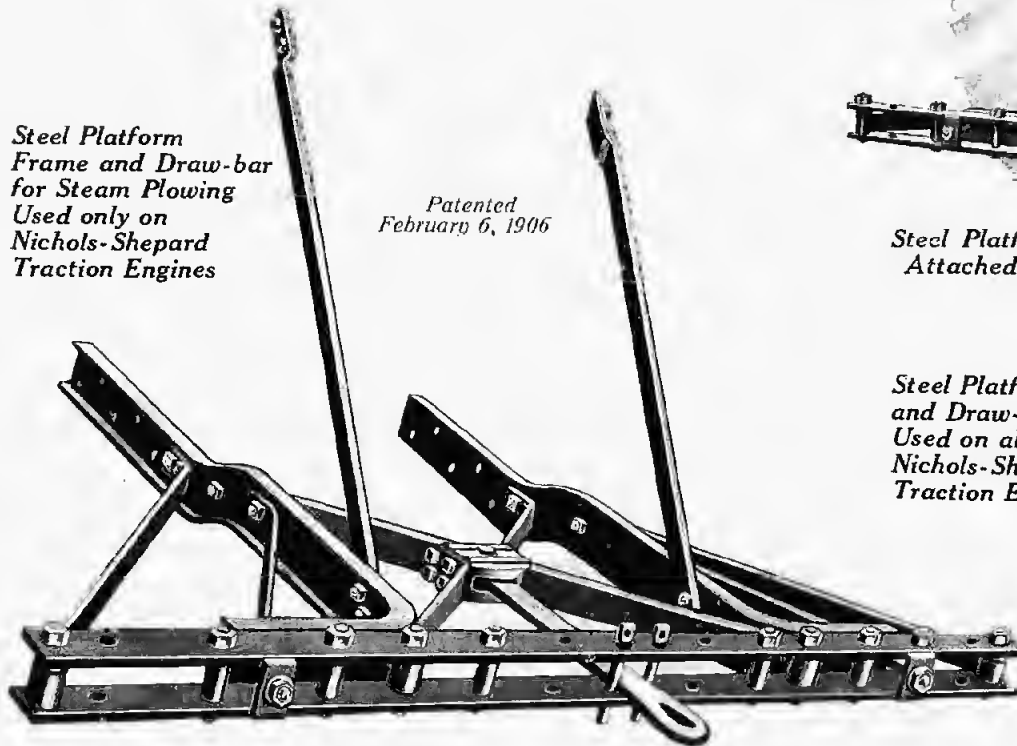
Patented
February 6, 1906



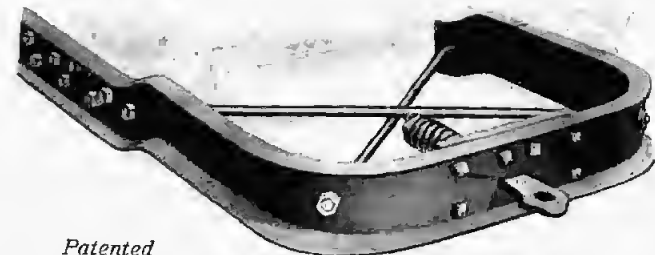
Steel Platform and Draw-bar for Steam Plowing
Attached to Nichols-Shepard Traction Engines

Patented
February 6, 1906

Steel Platform
Frame and Draw-bar
for Steam Plowing
Used only on
Nichols-Shepard
Traction Engines



Steel Platform
and Draw-bar
Used on all
Nichols-Shepard
Traction Engines



Patented
February 6, 1905



Good Features Found only on Nichols-Shepard Traction Engines

A Good Boiler.—All are high pressure boilers, being made of the best homogeneous steelplate which is extra thick.

The steelplate of the wagon box top to which the principal brackets are attached is on all small engines seven-sixteenths of an in. thick, which gives the brackets good support. And on the plow engines, 25H and 30H, the entire boiler-shell is one-half in. thick.

The flue-sheet is half an inch thick and the fire-box ends of the flues are set with copper ferrules or thimbles. They make a better and more lasting joint.

The flues are seamless steel and extra long.

The fire-box is extra large, insuring easy steaming.

Long smoke-box to aid draft and catch the sparks.

Shaking grates in the fire-box for burning coal.

Double riveted seams where the greatest strain comes. Amply stayed by numerous large stay-bolts.

Steelplate on the bottom of the fire-box in place of the pan used on other makes.

A Good Engine.—The link is made with oil boxes which can be filled with cotton waste so the movement of the link does not throw the oil off the bearings.

The principal bearings are bushed so that when worn they can be cheaply replaced.

The eccentric hubs and valve-rods are pinned in their true position where they cannot get out of place or slip and throw the valve out of position.

The main shaft in the double engine is forged from high carbon steel extra strong with three boxes on the 25H and 30H power engines.

The main shaft in the single engine is extra heavy and strong.

The connecting-rods are of forged high-grade steel.

The engine rests on a substantial bed plate and heater, through which the feed water passes and is heated hot before it enters the boiler,

Every engine provided with a reliable cross-head pump, also injector.

The large main shaft boxes are oiled at the bottom as well as at the top, insuring perfect lubrication.

Extra strong steel and semi-steel gearing made in such proportions as to give the greatest strength. The teeth are very thick and strong.

Extra heavy and strong brass fittings made from our own special patterns.

Governor arranged so that the engine can be adjusted to run at a speed between 100 and 300 revolutions per minute.

Counter-shaft boxes extra long and made solid around the shaft with adjustable gib to take up wear or lost motion.

Large axle brackets with wide bearings attached to the plate on sides of the boiler with stud-bolts and truss-rods extending under the boiler for additional strength.

Good Traction Wheels.—The wheels have steel tires with wrought iron spokes riveted while red hot in the tires, and the molten metal in the hub is cast solid on the spokes. Reinforced tires on all 30H engines, making the hub, the spokes and the tire form absolutely the strongest wheel made for its weight of metal.

Lugs riveted on the wheels which can be easily replaced if in the course of long time they should wear out. They are so placed on the wheel that they clean themselves in most soils.

Steel axle with large cast iron sleeve making a journal for the traction wheels that should never wear out. It is reversible if there happens to be wear on the bottom side.

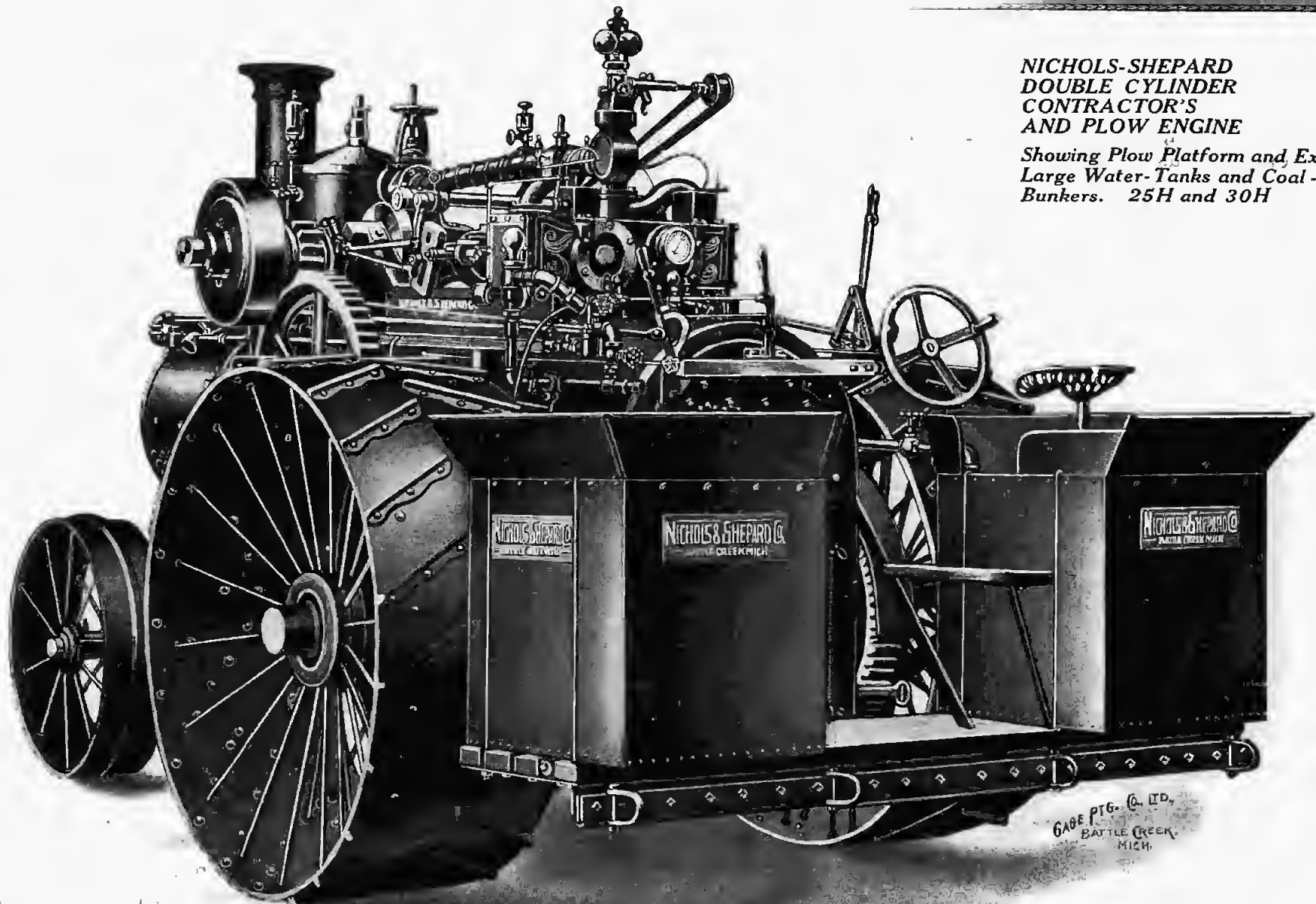
A Good Platform.—Heavy channel iron platform frame bolted to each side of the boiler below the water-line with cross and brace rods, making it extra strong.

Large square water-tank and coal-bunker furnished on left hand side of platform with tool-box on right hand side.

FOR CONTRACTOR'S USE

**NICHOLS-SHEPARD
DOUBLE CYLINDER
CONTRACTOR'S
AND PLOW ENGINE**

*Showing Plow Platform and Extra
Large Water-Tanks and Coal-
Bunkers. 25H and 30H*



RED
RIVER
SPECIAL
LINE
THURSDAY
STEAM
AND
GAS
TRACER

GAGE PTG. CO. LTD.
BATTLE CREEK
MICH.

NICHOLS-SHEPARD CONTRACTOR'S ENGINE

Steam Plowing

The following are necessary features which every good plow engine must have:

1. A double cylinder. The power applied to the main shaft constantly. Having no dead center, it secures a smoother motion to the engine and prevents the uneven strain and jerky motion. It is the jerky motion which breaks gears, springs shafts, and tears engines to pieces.

2. It must have an extra heavy boiler. On the ordinary engine not built for steam plowing, the boiler-plates are so light they will twist or spring out of shape on account of the terrific strain put upon them while plowing. The boiler-plate on the Nichols-Shepard double cylinder engine is thicker than that used on other makes. On the big plow engines, 25H and 30H, the entire boiler-shell is $\frac{1}{2}$ in. thick, and on all of the smaller engines the wagon plate, the shell over the fire-box, is 7-16 in. thick, and it is on this plate, to which all brackets are attached, that the heaviest strains come.

3. It must have extra strong gears. The gear shafts, boxes and brackets upon the Nichols-Shepard engines will stand any strain that is put upon them. All pinions in the gears are solid steel castings, and all of the larger gears are semi-steel.

4. It must have extra strong main shaft and counter-shaft. The heavy shaft demands longer bearings which, in turn, must be bolted to the boiler so that the bolts cannot be started, and this calls for thicker boiler-plate to give more threads on the bolts. The main shaft and counter-shaft on the Nichols-Shepard engines are extra large and strong and have brackets so large that they are always held rigidly in place.

5. It must have extra large brackets and boxes. The brackets and boxes on the Nichols-Shepard plow engines are larger and stronger than those found on other engines of the same size. The axle brackets are very large, having a very large base, and are so thoroughly bolted to the boiler that one has never been known to come loose.

6. It must have extra wide traction wheels. The Nichols-Shepard traction wheels are both extra high and extra wide. Being extra high, they easily run over obstructions, and being extra wide, they will not cut down in soft or plowed ground.

7. It must carry an extraordinary amount of fuel and water. The Nichols-Shepard plow engines carry sufficient water and fuel to make long runs without replenishing, and are fitted so that water can be taken rapidly.

8. It must be convenient to handle. This is the most important feature in the plow engine. The Nichols-Shepard engine is side mounted, which makes it compact, so that it can be most easily handled. It does not require so much ground in which to turn as is required with a rear mounted engine, which is so long geared.

Just weight enough is placed upon the front wheels to hold them down. This permits all of the weight possible being placed upon the rear wheels, which gives the engine great pulling power. In this respect it excels all other engines.

Every actuating lever and other feature which requires attention is immediately under the hand of the engineer, so that he loses no time, nor is he occasioned any trouble by confusion when quick action is necessary.

It travels just fast enough to do a maximum amount of work.

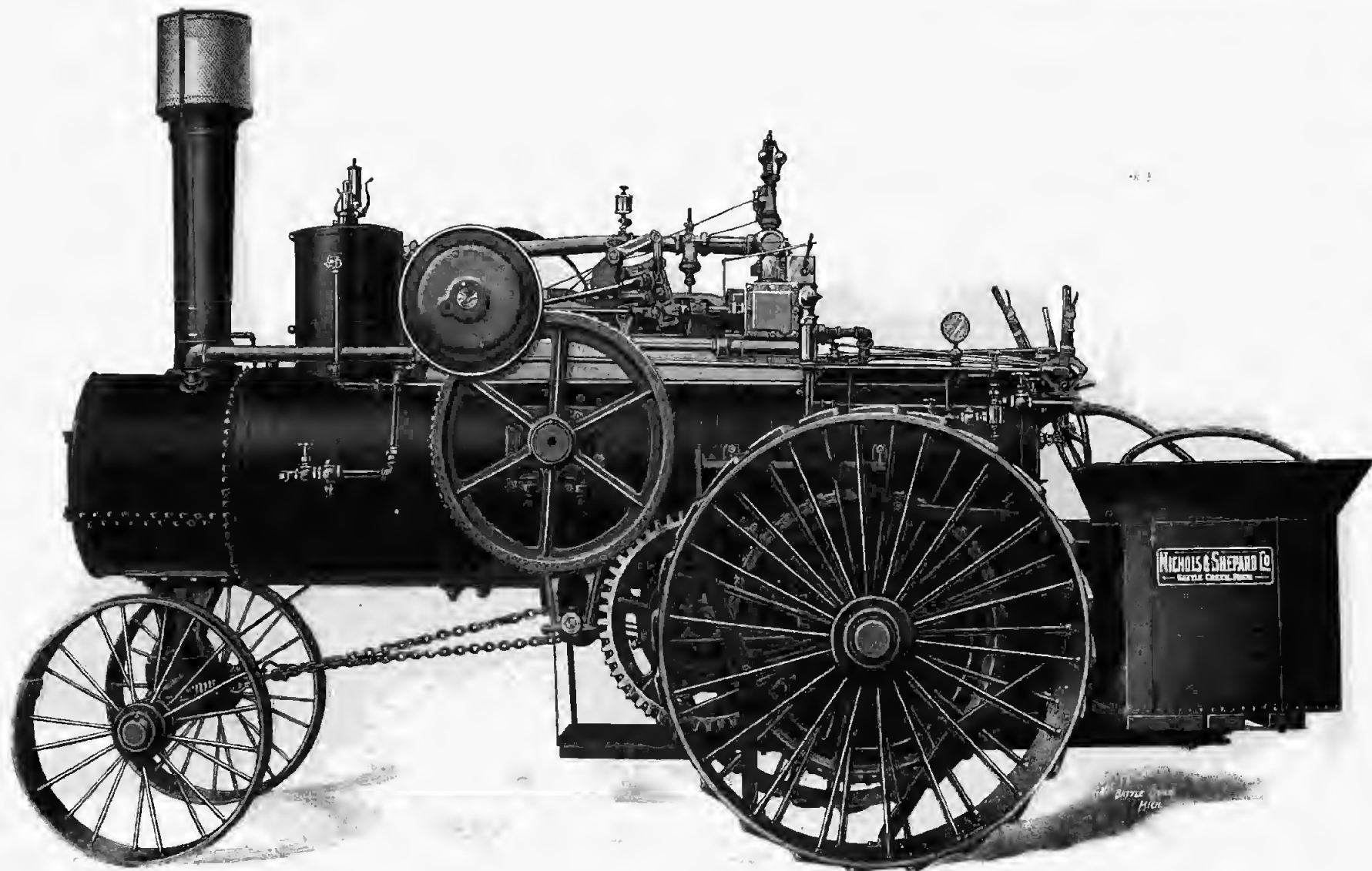
Its plow hitch is unbreakable and is built to attach to any make of plow.

Its steel frame platform will support large water-tanks and bunkers for coal without sagging.

Each engine is fitted with cross-head pump and injector, oil pump for cylinder lubrication and oil cups for lubricating bearings and gears.

Wherever steam plowing is practiced the Nichols-Shepard engine is being used with profit to the operator.

IDEAL STRAW BURNER



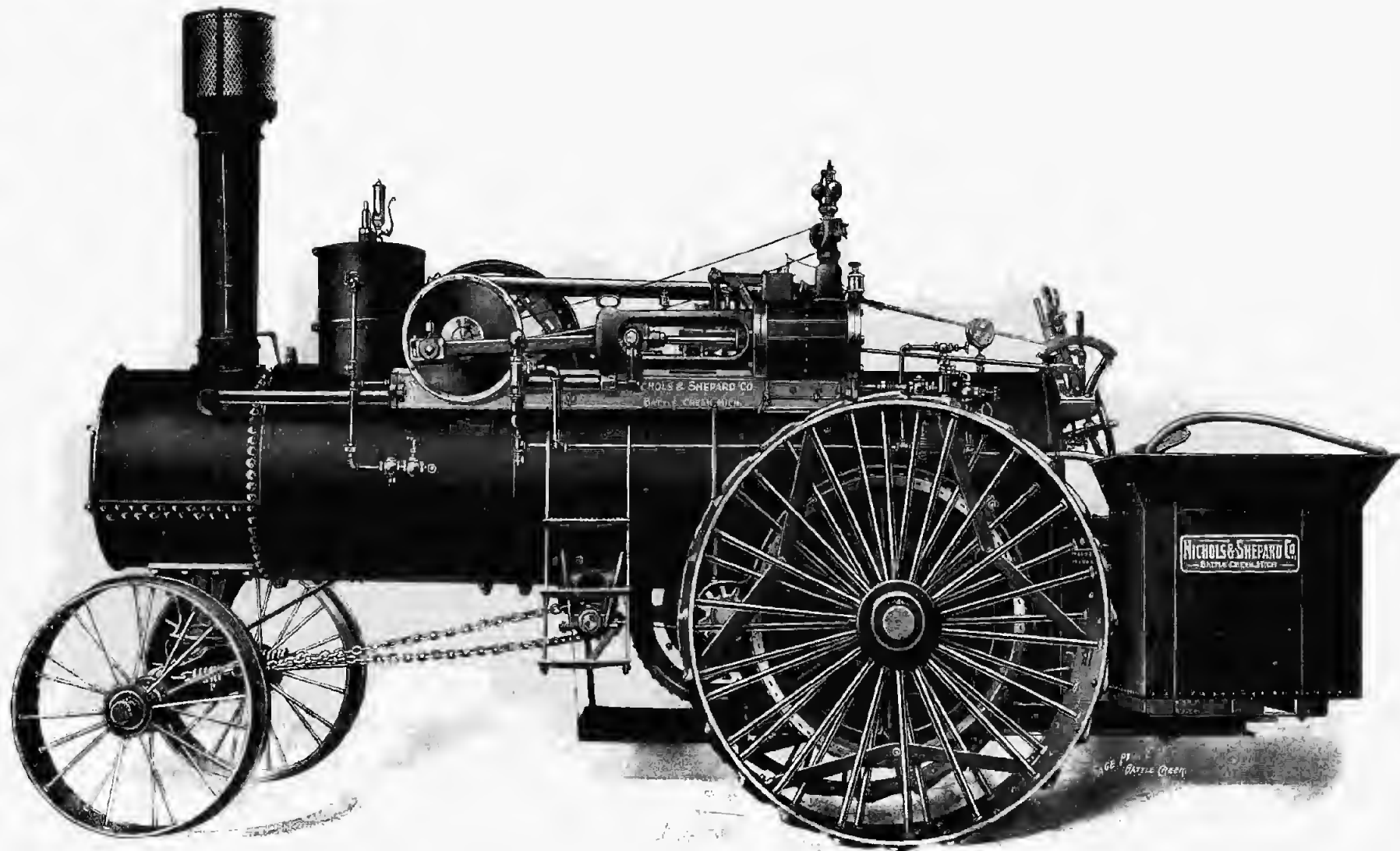
*NICHOLS-SHEPARD DOUBLE CYLINDER STRAW BURNER ENGINE (Gear Side)
Made in Three Sizes, 20H, 25H and 30H. Also Adapted to Wood or Coal*



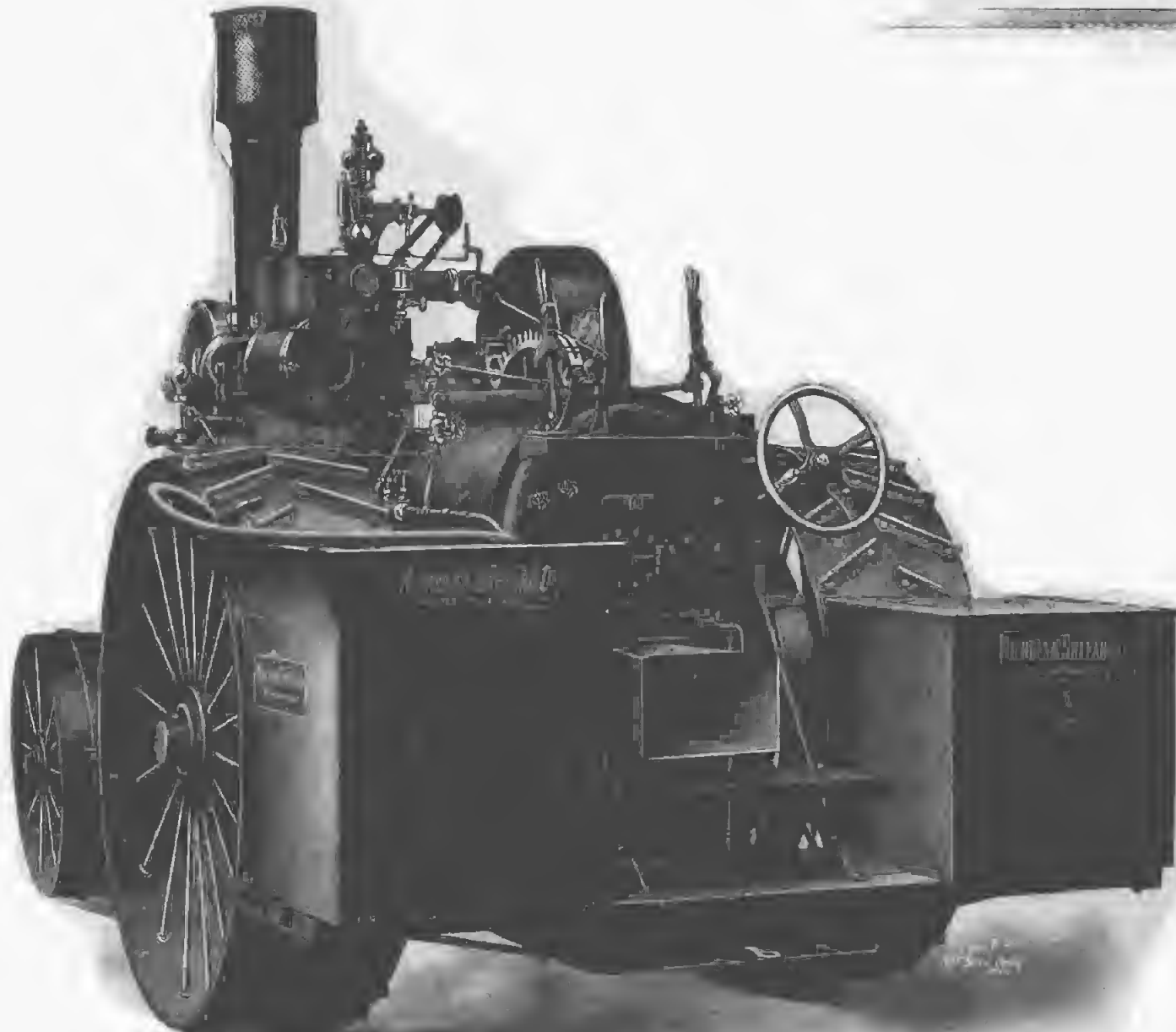
RED
RIVER
SPECIAL
LINE

WHEAT
STEAM
AND
OIL-GAS
TRACERS

SINGLE CYLINDER STRAW BURNER



NICHOLS-SHEPARD SINGLE CYLINDER STRAW BURNER ENGINE (Engine Side)



NICHOLS-SHEPARD SINGLE CYLINDER STRAW BURNER
Showing Platform, Water-Tank, Tool-Box and Straw Chute

RED
RIVER
SPECIAL
LINE



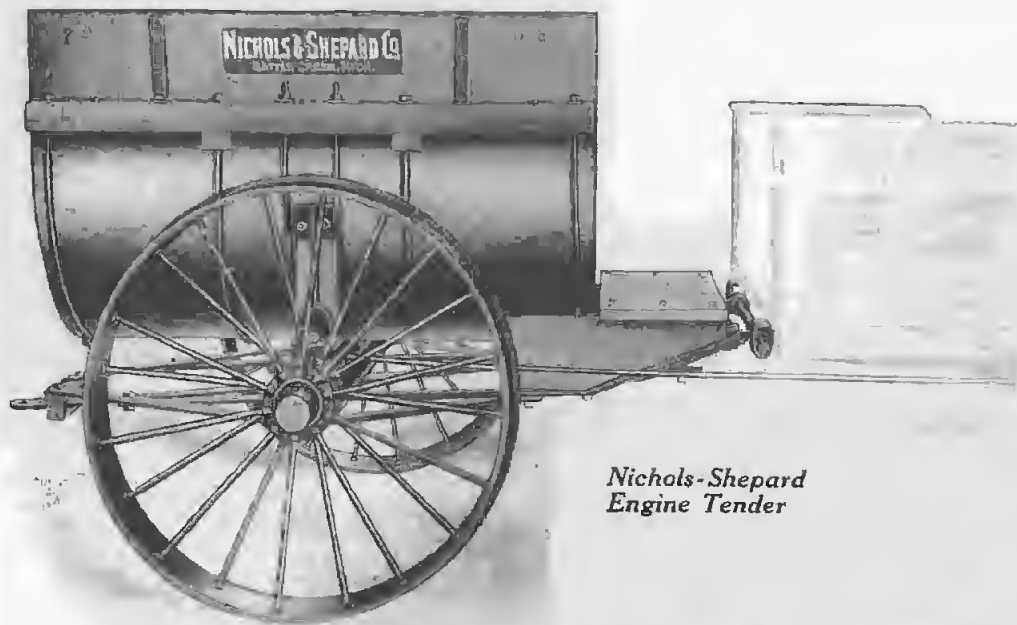
TRAILER
STEAM
AND
GAS
MACHINES

USEFUL TANKS AND ACCESSORIES

RED
RIVER
SPECIAL
LINE



FRESH
STEAM
AND
CLEAN
PASTORS



*Nichols-Shepard
Engine Tender*

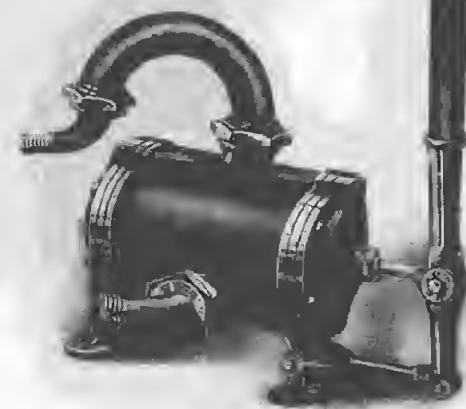
Patented Dec. 26, 1905



*Mounted
Water-Tank*

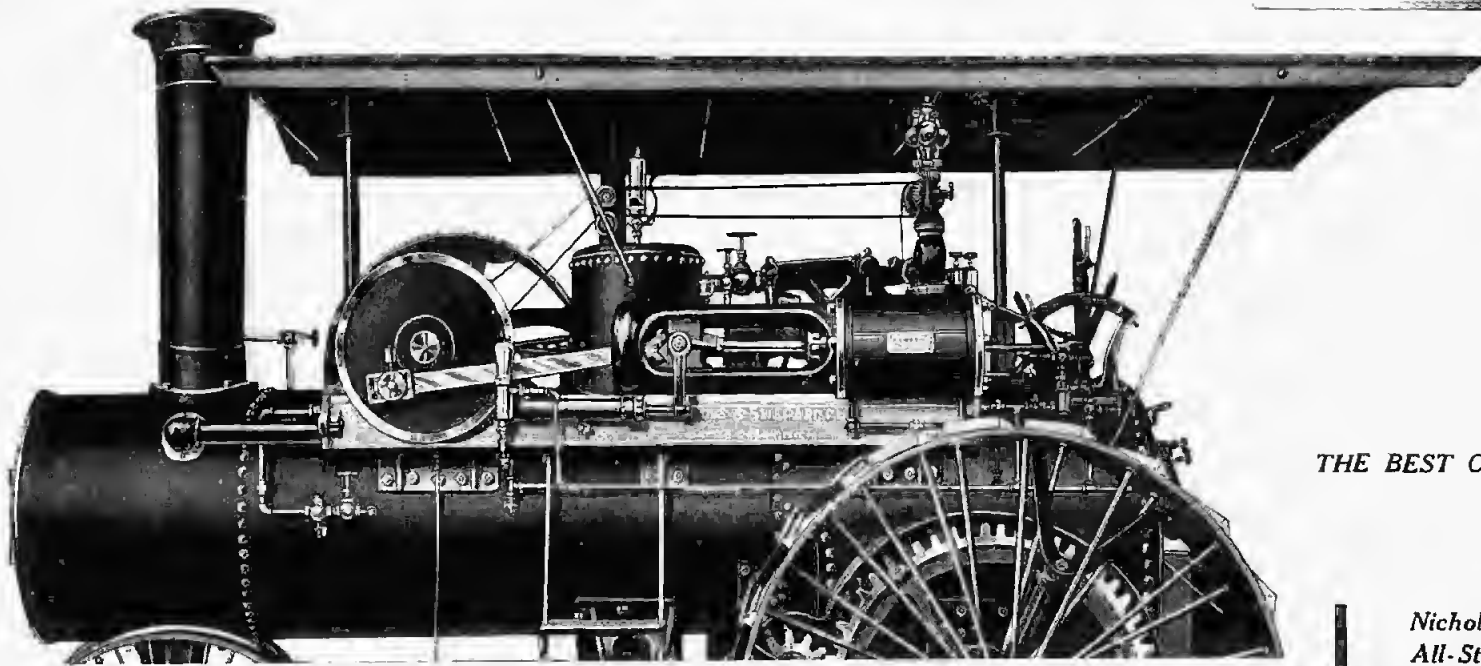


*Spur Differential Gear
Used on All Except
13H Engines*



*Low Down
Tank Pump*

STEEL FRAME HORSE-POWER



*The Nichols-Shepard Cab
is thoroughly rigid,
keeps in shape and
in place*

THE BEST CAB

Nichols-Shepard All-Steel Frame Horse-Power

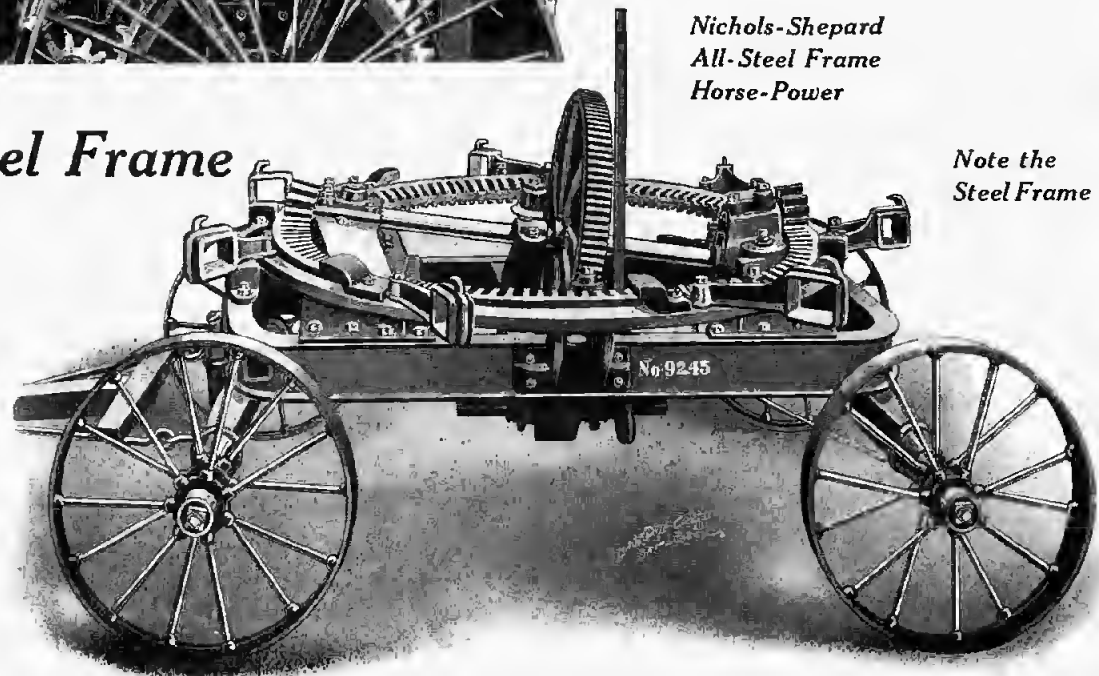
The Nichols-Shepard Horse-Power has an All-Steel Frame that is always in place. When the shafting of the power is once set in line and the gear adjusted in proper mesh, they always stay there.

Neither the weather nor any severe misuse can get the frame or body of this Horse-Power out of place. The shafting and gearing are therefore easily kept in their proper position.

Built in 10, 12 and 14H sizes.

*Nichols-Shepard
All-Steel Frame
Horse-Power*

*Note the
Steel Frame*



RED
RIVER
SPECIAL
LINE

THE NICHOLS & SHEPARD CO.
LITTLE CREEK, WICH.

THRESHING
STEAM
AND
OIL-GAS
TRACTORS

Dimensions of Nichols-Shepard Traction Engines—in Inches

(Subject to Change Without Notice)

SIZE	CYLINDER		BOILER		FIRE-BOX			FLUES			SMOKE BOX	FLY-WHEEL		SPEED	TRACTION WHEELS	
	Diam.	Length	Diam.	Length	Length	Width	Height	No.	Diam.	Length	Length	Diam.	Face		Diam.	Face
COAL AND WOOD BURNERS																
13-H Single	7 $\frac{3}{4}$	10	28	142	34	24	33	38	2	77	30	36	10	240	58	16
16-H. "	8	12	29	150	40	25	40	40	2	77	30	40	10	225	64	18
20-H. "	8 $\frac{1}{2}$	12	32	175	49	27	49	32	2 $\frac{1}{2}$	94	30	40	12	225	69	20
25-H. "	9 $\frac{1}{4}$	12	36	177	51	31	51	45	2 $\frac{1}{2}$	94	30	40	12	225	73	24
30-H. "	9 $\frac{3}{4}$	12	39	177	51	34	55	54	2 $\frac{1}{2}$	94	30	40	12	225	79	32
16-H. Double	{ 5 $\frac{3}{4}$ 5 $\frac{3}{4}$ 10 }	{ 10 10 10 }	29	150	40	25	40	40	2	77	30	40	12	225	64	18
20-H. "	{ 6 $\frac{3}{8}$ 6 $\frac{3}{8}$ 10 }	{ 10 10 10 }	32	175	49	27	49	32	2 $\frac{1}{2}$	94	30	40	12	225	69	20
25-H. "	{ 6 $\frac{3}{4}$ 6 $\frac{3}{4}$ 10 }	{ 10 10 10 }	36	177	51	31	51	45	2 $\frac{1}{2}$	94	30	40	12	225	73	24
30-H. "	{ 7 $\frac{1}{2}$ 7 $\frac{1}{2}$ 11 }	{ 11 11 11 }	39	177	51	34	55	54	2 $\frac{1}{2}$	94	30	40	12	225	79	32
STRAW BURNERS																
20-H. Single	8 $\frac{1}{2}$	12	32	175	49	27	49	32	2 $\frac{1}{2}$	94	30	40	12	225	69	20
25-H. "	9 $\frac{1}{4}$	12	36	177	51	31	51	45	2 $\frac{1}{2}$	94	30	40	12	225	73	24
30-H. "	9 $\frac{3}{4}$	12	39	177	51	34	55	54	2 $\frac{1}{2}$	94	30	40	12	225	79	32
20-H. Double	{ 6 $\frac{1}{2}$ 6 $\frac{1}{2}$ 10 }	{ 10 10 10 }	32	175	49	27	49	32	2 $\frac{1}{2}$	94	30	40	12	225	69	20
25-H. "	{ 6 $\frac{3}{8}$ 6 $\frac{3}{8}$ 10 }	{ 10 10 10 }	36	177	51	31	51	45	2 $\frac{1}{2}$	94	30	40	12	225	73	24
30-H. "	{ 7 $\frac{1}{2}$ 7 $\frac{1}{2}$ 11 }	{ 11 11 11 }	39	177	51	34	55	54	2 $\frac{1}{2}$	94	30	40	12	225	79	32

Special Note.—Can furnish 8-inch extensions, making 40-inch face wheels on 30H Engines, at small additional cost. Can furnish 28- or 32-inch face wheels on 25H Engines at small additional cost. Can furnish 24-inch face wheels on 20H Engines at small additional cost.

Main Drive Belts, Extra

140 feet long, 6 inches wide, 4-ply Canvas For 28x40 and 30x46 Red River Specials
 140 feet long, 7 inches wide, 4-ply Canvas For 32x52 Red River Specials
 150 feet long, 8 inches wide, 4-ply Canvas } For 36x56 and 40x60 Red River Specials
 150 feet long, 8 inches wide, 4-ply Rubber }

IT BURNS KEROSENE



FRESHER
STEAM
AND
OIL-GAS
TRACTOR

NICHOLS-SHEPARD OIL-GAS TRACTOR
Built in Two Sizes, 22H- and 35H-Power

Nichols-Shepard Oil-Gas Tractor

The Oil-Gas Tractor is the latest addition to the Red River Special Line.

It burns kerosene, gasoline, naphtha or distillate at all loads and is guaranteed to develop twice its rated horse-power.

It is built in two sizes, 22 Horse- and 35 Horse- Power.

It is of the twin cylinder, four cycle, throttling governor type, with jump spark ignition, starts on batteries and is equipped with a magneto for continuous running.

It has the fewest possible number of gears, the power is not transmitted through any bevel-gears either to the road wheels or the belt, and no idle gears are in motion while running ahead on the road. The engine is built for plowing, heavy hauling and threshing. It runs as steadily as a steam engine which makes it a good engine for the threshing machine.

A carburetor of standard automobile design is used in connection with a Pickering governor, and this combination insures a speed regulation which closely approximates that of the best steam engines.

There is no device that is new, untried or experimental in its entire design.

Every feature has been thoroughly tried out and demonstrated to be thoroughly practical in every way.

Both sizes have been used in plowing, hauling and threshing until it has been proven that there are no weak or insufficient parts to make trouble and expense for the user.

It guides as easily while plowing as when on the road.

The Oil-Gas Tractor is offered to the farmers and threshermen of the world as a fit and creditable addition to the Red River Special Line, and those desiring a gas engine are assured by its builders that it has no superior in the market.

Careful investigation is requested, as only in so doing can its superior qualities be learned.

Special catalog giving details and dimensions free for the asking.

BUILT TO THRESH FAST AND GOOD

The Red River Special

It works right along when other makes stand still



Drive Belt Side. View with Gearless Wind Stacker and Self-Feeder Loaded for Travel

The Red River Special Thresher

There are many reasons why the Red River Special will give the thresherman and farmer better and more profitable results than any other thresher, but one great reason stands out strongly above all others, and that is, *it is the only thresher built which beats the grain out of the straw and chaff.* All others depend upon its dropping out.

A Good Thresher Has Several Needs.

It must do good work—thresh the grain all out of the head, separate it all from the straw, clean it fit for market, and must be built so as to last long, and not bother you by constantly “breaking down.”

It Must Thresh All the Grain from the Head.

The Red River Special has the Big Cylinder, nearly twice as large and twice as heavy as the old style small cylinder.

It has one-half more concave surface, so that more teeth can be used than in the old style.

It is possible to use ten rows of concave teeth.

Enough concave teeth can be used to thresh any kind of grain and under any conditions.

It has greater momentum and is not affected by over-feeding.

Large pulleys are required, causing less loss of power, and insuring the most steady and even motion for all other parts of the machine.

It Must Separate All the Grain from the Straw.

The Red River Special has more to effect separation than any other thresher.

Its principle of separation and its handling of the threshed straw and grain is different from any other machine made.

It is the only machine which *beats the grain out of the straw.*

All others wait for the grain to *drop out.*

It has the most thorough and effective arrangement of shakers, which are continually *beating* the straw so that no grain is wasted.

It has the Man Behind the Gun, our patented separating grate and check-plate—which is the greatest separating device ever placed in a thresher.

Ninety per cent of the grain is beaten out through it—right there at the cylinder.

The threshed grain is *beaten* through this grate, the straw and grain being thrown against it at furious speed—more than a mile per minute.

The grain goes into the grain-pan and cannot get back into the straw.

The straw passes over it on to the shakers and they *beat* out all the grain escaping the Man Behind the Gun.

After passing the Man Behind the Gun there is more separating capacity left in the Red River Special than there is back of the cylinder in any other make of thresher.

It Must Clean the Grain Thoroughly.

The Red River Special can clean the grain for market without being materially docked.

The rear end of the grain-pan has an adjustable graduated slatted chaffer.



The operator can easily open this so that he can let as little or as much down on the sieves as conditions require.

If the grain-pan is loaded with chaff and short straw, the chaffer can be opened so it will permit just enough blast from the mill to pass through and loosen the mass of stuff, making it easy for the grain to fall through to the sieves and the straw and chaff to pass on to the stacker.

This adjustable chaffer, with the perfectly adjustable end shake shoe, and ample mill properly cleans all the grain that can be gotten to it.

The mill furnishes an even blast as strong or as mild as is required and the full length of the shoe.

The two wind boards enable the operator to put the wind right where he wants it, insuring the best of work.

A full complement of sieves is furnished with each thresher. They are easily changed and securely held in place. Simply put the sieve in position, crowd it down and the automatic sieve holder holds it rigidly in place.

It Must Do Fast Work.

Short threshing seasons make it necessary that the thresherman make the best of his time.

He must have a machine that will do lots of work.

The Red River Special is built to thresh fast and to thresh well.

The Big Cylinder, with its greater weight and greater diameter, has greater momentum than the old style small cylinder. Its large pulleys keep the motion up steady and

strong all the time, so that fast feeding, overfeeding or slugging does not bother it.

It will thresh when other machines have to lie idle. So that whatever the conditions, it keeps right on doing the best of work.

Crowding the Red River Special Does Not Increase the Percentage of Waste.

Crowd it to its utmost capacity and it will keep right on saving all the grain.

Unlike old style and out-of-date machines, crowding does not increase the proportion of waste.

It Must Be Substantially Built.

The Red River Special is honestly built. Everything used and everything done in its building is with the idea of giving good long wear. The steel truck wheels with wide tire, the strong, rigid frame are made right, and braces and truss-rods are used to keep it right. The best of well-seasoned lumber—the most carefully selected steel and honest workmanship have made it a thresher to last. It performs its work under any and all conditions—wet seasons, dry seasons, weedy and tough grain.

It goes right along, threshing all the time, doing good work and making money for its owner.

More features necessary to a *Good Thresher* are found in the Red River Special than in any other make.

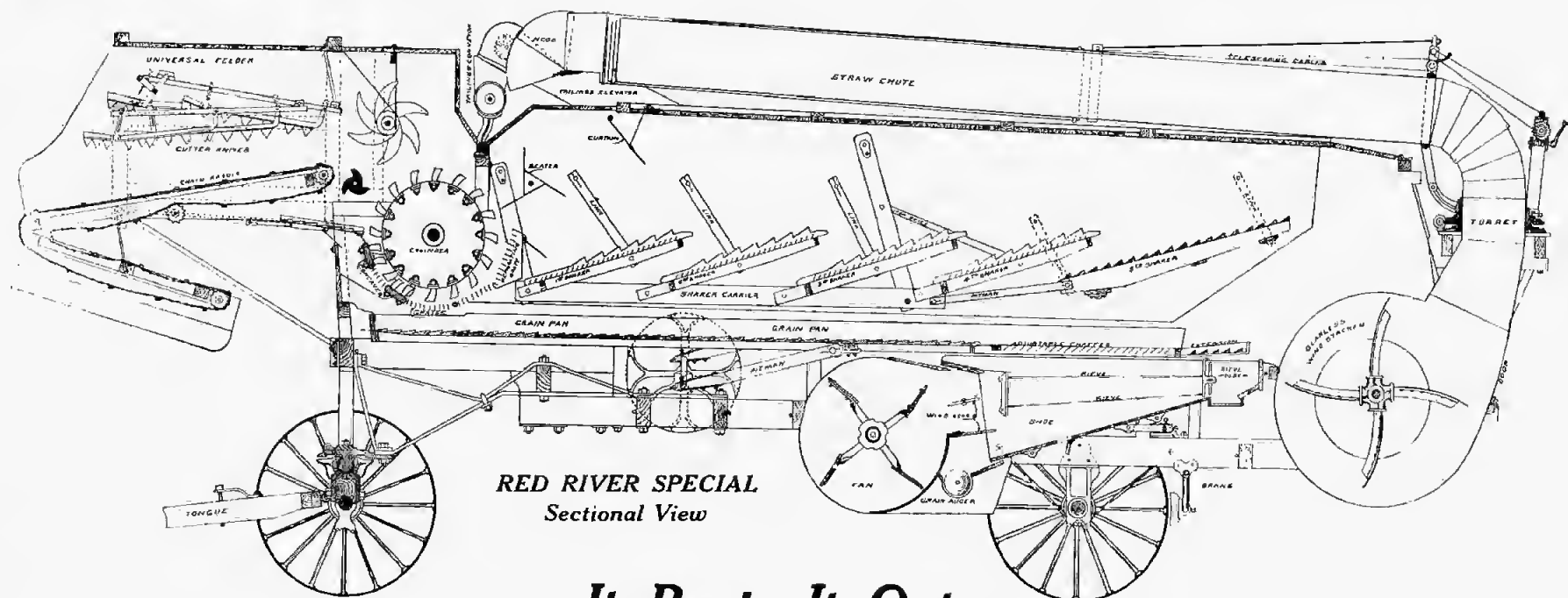
***The Red River Special Will Make Most Money
for the Thresherman***

RED
RIVER
SPECIAL
LIVE



THRESHER
SIEVE
AND
OIL GAS
TRACTOR

THE ONLY WAY TO SEPARATE



RED RIVER SPECIAL
Sectional View

It Beats It Out

When a man is thinking of buying a thresher he should carefully consider the question of separation. What it is and what best produces it.

All manufacturers will claim that they each have a good principle and a correct device for taking the grain out of the straw and chaff.

If a farmer should take you out to his barn, showing you on the barn floor a pile of intermingled straw, chaff and grain and ask you to go to work and separate the grain from the pile, what would you do? How would you go to work to do it?

You would first ask for a pitchfork, wouldn't you?

Now watch your own actions closely, because what you do to that pile of straw and grain is going to tell you which thresher is the best separator.

Would you jab your fork down into the top of the pile of straw and drag a bunch of it across the barn floor, expect-

ing the grain to fall out? No! because you know that much of it would not fall out. Some of it would, but you know that some of it would not, even if you dragged it over the floor a dozen times!

Yet, you have done just what some threshing machines do. They have forks and tines to push the straw back through their machines, but there is not sufficient agitation to take out the grain.

Some machines have long flat-running shakers or rattles to do the same thing. They carry the straw smoothly along about as far as you did when you dragged it over the barn floor with the fork, but there is not sufficient agitation to shake the grain out!

Such machines depend alone upon the weight of the grain itself to get it separated. Your experience with the fork shows you that a machine that handles the straw in that manner must waste grain.

Having failed in trying to effect separation by dragging the straw around the barn floor, would you pitch the straw from one place on the barn floor to another place, depending upon the weight of the grain to cause it all to drop out on the way?

You know that is just what some threshing machines do. They pitch the grain with forks away from the cylinder back in the machine, expecting the grain to fall out on the way.

No! You do not adopt that method, because you know that too much grain goes with the straw! And you know that a machine using that method must waste grain.

Now, as a matter of fact, either one of these two methods, dragging or pitching, or both of them, is practically all that every thresher, with one exception, made in this country depends upon for separation. There is one thresher which uses a different method to get the grain out of the straw, the same that you used with the fork.

You take a forkful and toss it up in the air, and when it falls back you strike it vigorously on the underside with the fork! That forces the grain to drop out through the fork to the floor. You do that several times until the grain is all *beaten out*, and then you throw the forkful of straw aside and take another, which you beat out the same way. When the grain is all *beaten out*, all you have to do is to run it through a fanning mill and clean out the fine chaff.

This principle of separation is the true one. The harder you *beat* the straw with the fork from the bottom, or the harder the straw falls, the quicker you separate the grain.

If the straw fell a greater distance or fell with more speed than it does when you toss it up, the better and faster would be the separation, and the more grain would be *beaten* through your fork. But, if your fork was an open grate and the straw came down against it a thousand times faster than it does when you toss it up, think what wonderful and effective separation would result! Now that is just exactly what the one thresher does! The Red River Special is the one thresher which uses the same method of separation that you did with the fork, and it is the only thresher that does.

The cylinder and beater throw and *beat* the intermingled straw, chaff and grain against the separating grate a thousand times harder than it fell against your fork, and the grain goes through. The check-plate catches it and delivers it to the grain-pan and it goes then to the fan, while the straw passes on over the shakers. Ninety per cent of the separation is done right there, at the cylinder! We say ninety per cent because we know—we have tried it. It is not guesswork, but an actual fact which you can demonstrate yourself with any Red River Special.

When the straw passes to the shakers they go on and remove the little grain which has escaped the Man Behind the Gun, the separating grate and check-plate—by the same method,—the method you used with the fork, and the method used by the Man Behind the Gun. They toss the straw up in the machine, and as it falls back they *beat* it violently beneath, *beating* the grain all out of it. This is kept up as long as the straw is in the machine.

The Red River Special has no device for getting the straw out of the machine rapidly. No forks, raddles or pickers to drag it out. None are needed. There is no bunching or clogging calling for contraptions of that kind to get the straw out of the way. In fact, the Red River Special does just as you did with the fork and bunch of grain on the barn floor—it holds the straw in the machine long enough to *beat* the grain all out of it.

It is the only machine which removes all the grain by force from the straw. All others depend upon the grain dropping out. Yet your experience with the fork told you that it would not all drop out! To get it all it must be *beaten out*, and the Red River Special is the only machine that does it.

Your experience with the fork tells you that the best method is to *beat* out the grain, and it also tells you plainly that the only true thresher, the only one using this method, is the Red River Special.

The Red River Special makes the most money for the thresherman and saves enough grain to pay the farmer's thresh bill.

RED
RIVER
SPECIAL
LINE



THRESHER
STEAM
AND
OIL GAS
FACTORY

THE HORSE-POWER MACHINE

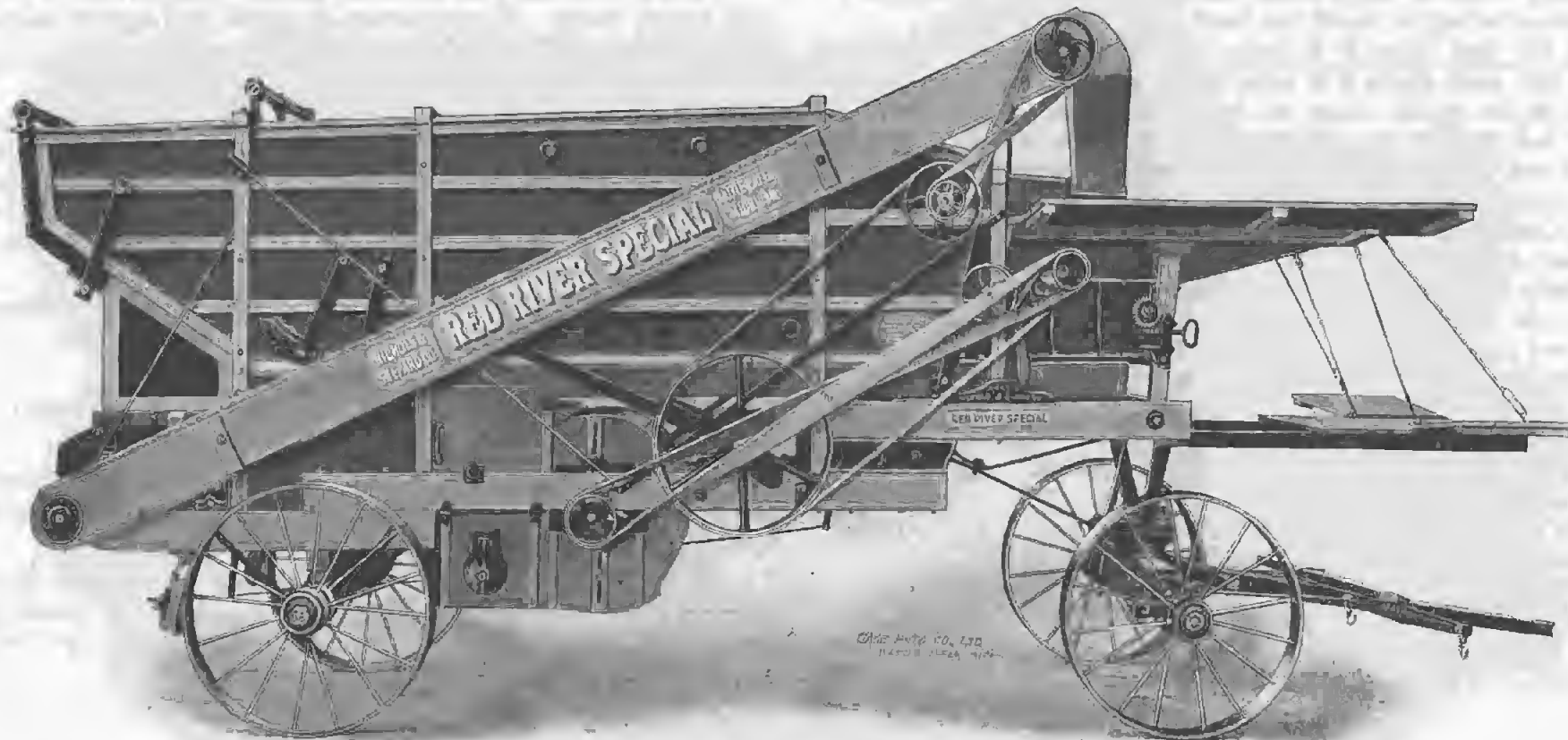
RED
RIVER
SPECIAL
LINE



HEAVY
STEAM
AND
GAS
MOTOR



THE RED RIVER SPECIAL
Geared for Horse-Power. View of Gear Side



THE RED RIVER SPECIAL
Geared for Horse-Power. View of Elevator Side

RED
RIVER
SPECIAL
LINE

NICHOLS & SHEPARD
WHITE CREEK, MICH.

FRESH
STEAM
AND
OIL-GAS
TRACTORS

Why Nichols & Shepard Build the Red River Special

Sixty years of experience has taught Nichols & Shepard Company to try to build the best.

In the first place it is more creditable and gratifying

In the next place it is more profitable.

It might profit them to build the cheapest so that it would sell readily at a cheap price, but the best threshermen would not buy, and the more responsible customers are the best customers.

Nothing would be gained by building anything between the best and the cheapest.

There should be only two inducements to the buyer. He wants the cheapest because it costs less, or he wants the best and is willing to pay what it costs to produce it.

The better class of threshermen, the more responsible men, want the best, and that is why it is more gratifying and more profitable to build the best.

That is why the Red River Special is built. It is more profitable to the builders as well as to the threshermen. It sells itself. It saves the great expense necessary to force a cheap machine on to the market,

The satisfied user, when he buys again, wants it, and it is sold without effort.

It earns more money and is more easily and more quickly paid for.

That is why the Red River Special is designed to do more and better work. It costs more to build, but it pays better.

The best material is selected. It costs more, but it is stronger and lasts longer.

We have a large and commodious plant, covering many acres, equipped with the most modern and up-to-date machinery, manned by a large force of skilful inventors and expert mechanics. Every foreman and many of our mechanics are stockholders in the company. Each has a personal interest in the welfare of the business.

Every piece used in the construction of our machinery passes under the careful, scrutinizing eye of a keenly interested proprietor.

They will not pass a defective piece nor allow incompetent work.

They have more than pride in their individual work, they desire the reputation of the business maintained along the best lines.

We have thus the best disciplined, the most loyal, enterprising, industrious and zealous staff of workmen building threshing machinery. And it pays us to build the best, as it pays to buy the best.

Why the Farmer Wants the Red River Special

There was a time when the farmer gave little attention to the kind or quality of machinery which did his threshing. That time has passed. The farmer has learned that all threshers are not alike. He has learned that many of them waste both his grain and his time. They put too much grain in the straw pile and break down often and waste his time waiting to be repaired.

He now insists upon having a thresher that saves his grain and that keeps steadily at work until his job is done.

The percentage of waste need not be high to make a difference between machines in cost to him to more than pay his thresh bill.

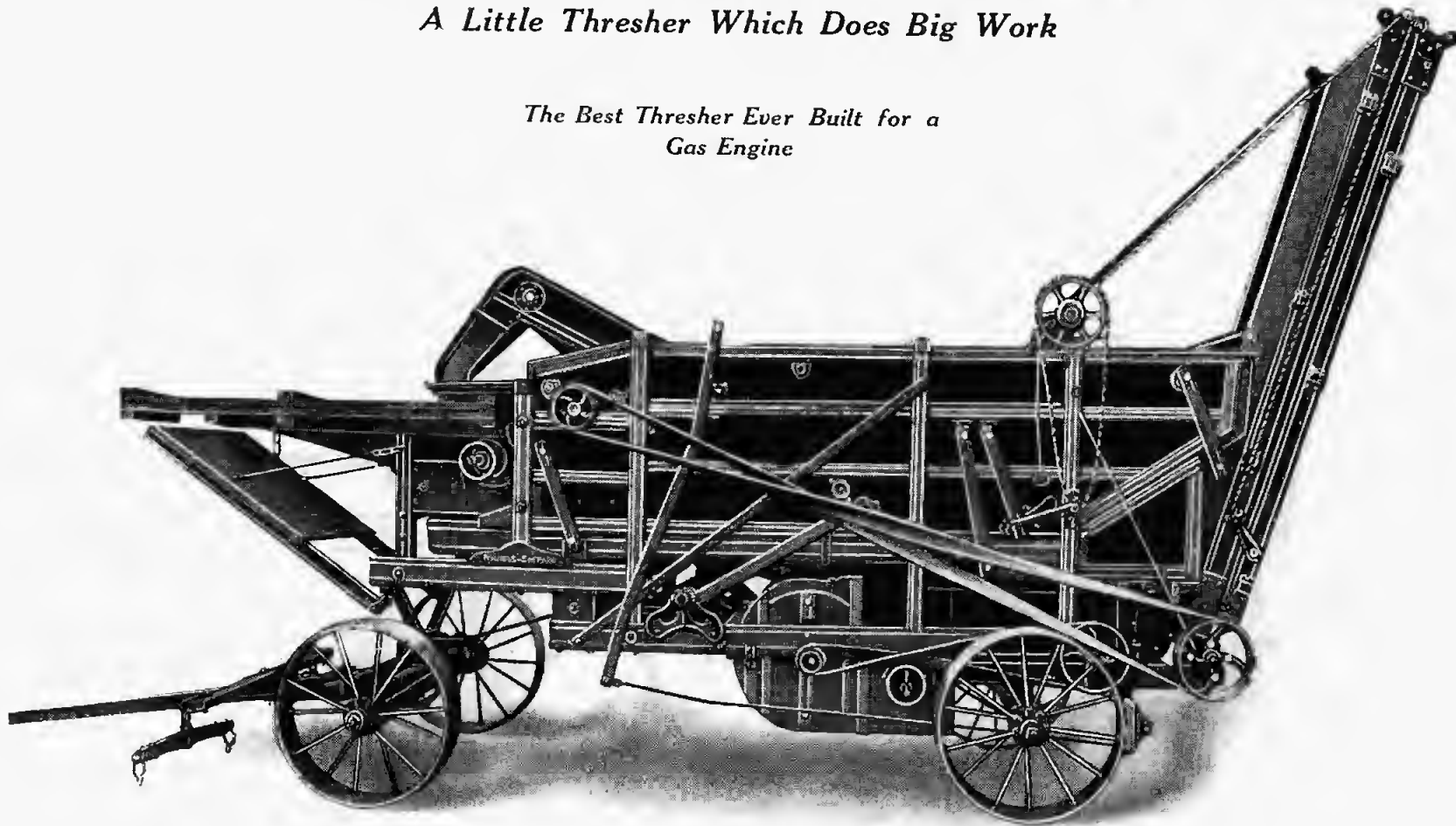
That is why he insists upon the Red River Special.

SMALL AND PRACTICAL

The Junior Red River Special

A Little Thresher Which Does Big Work

*The Best Thresher Ever Built for a
Gas Engine*



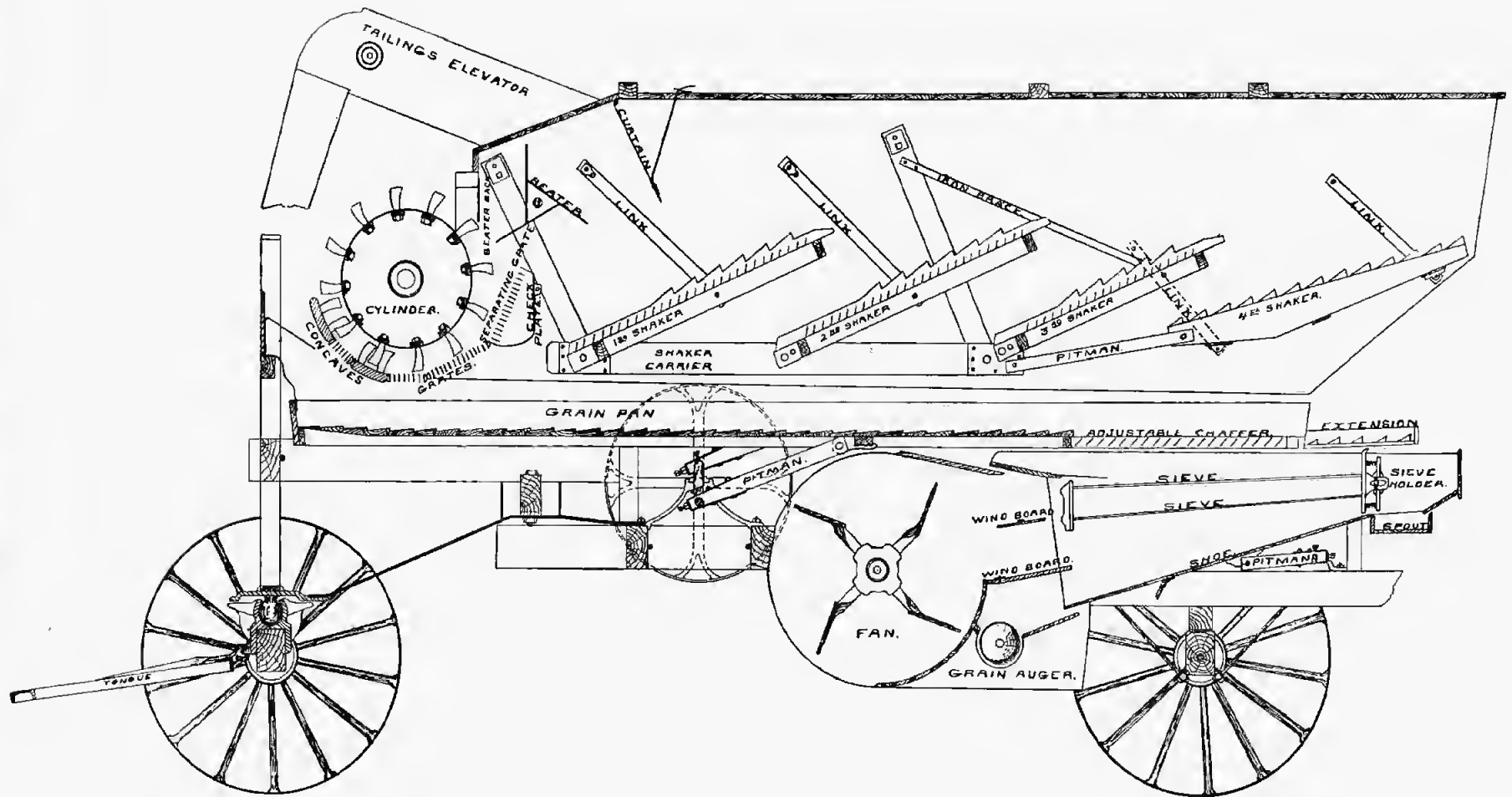
Can be Furnished with Wind Stacker and Self-Feeder

RED
RIVER
SPECIAL
LINE



THRESHER
STEAM
AND
OIL GAS
TRACORS

INSIDE VIEW



The Junior Red River Special

(Sectional View)

A Small Thresher

The Junior Red River Special is a machine with 22-inch cylinder and 36-inch rear that will thresh from 700 to 1,000 bushels of wheat per day, other grains in proportion, and do as good work as any separator ever built, regardless of size.

This little machine is closely modeled after the famous Red River Special and has all of the good points that have made that machine so popular; yet it is much lower, lighter, easier to pull, quicker set, and will thresh as fast as many a 32-inch separator can, and will do as good work as any separator built by anyone, anywhere, and of any size.

It is the best thresher ever built for a gasoline engine, a light steam engine or a horse-power. Its length over all is but about thirteen feet, and its height to cylinder center is but five feet.

There are many farmers living in the hills where roads are poor and jobs small who have been obliged to put up with wastage on the part of inferior machines because a big machine could not get to them, and all small separators heretofore built would not do as much work or as good work as a good thresher should.

The farmer who wants a small machine to use for his own crop only,—the farmer who owns a gasoline engine of 12-horsepower or over, or a small steam engine, and who

wants a small separator that can be run with his power and with a small force of help,—has an ideal machine in the Junior Red River Special.

It is the only separator on the market which meets those requirements or that has capacity enough for good work to pay for operating it. The Junior Red River Special has every essential feature of the Red River Special itself,—“The Man Behind the Gun,”—the same arrangement of shakers that beat the grain out of the straw, the same adjustable chaffer, the same large sieves. In fact, it is a small edition of the Red River Special. It has large strong shafts, wide belts, strong frame, and is in every way fitted to be a popular machine for individual farmers or for custom work.

Like the Red River Special, “it saves the farmer’s thresh bill.” Do not confound it with other so-called small machines, as there never was a small machine built that is in its class. The average small machine was never capable of doing more than half the work which can be accomplished with the Junior Red River Special.

It carries the same guarantee that our larger threshers carry, that “with proper management it is capable of doing more and better work than any other separator made of like size and proportions, working under the same conditions and on the same job.”

RED
RIVER
SPECIAL
LINE



THRESHERS
STEAM
AND
OIL GAS
TRACTORS

The Big Cylinder

The Big Cylinder was first used and made successful in the Red River Special. Its advantages lie in the fact that it has more weight and greater size than the old-fashioned small cylinder, giving it much greater momentum. This momentum gives it a force which overcomes the inequality of feeding, resists slugging and keeps it running steadily along with an even motion regardless of the condition of the grain. It does a much larger amount of work than any small light-weight cylinder can. It permits the use of a much greater concave surface, one-third more than the small cylinder; having more grate and concave surface, more rows of concave teeth can be used to meet any condition encountered. The thresherman is able to use six, eight or even ten rows of concave teeth, thus placing him where he can surmount difficulties under any conditions.

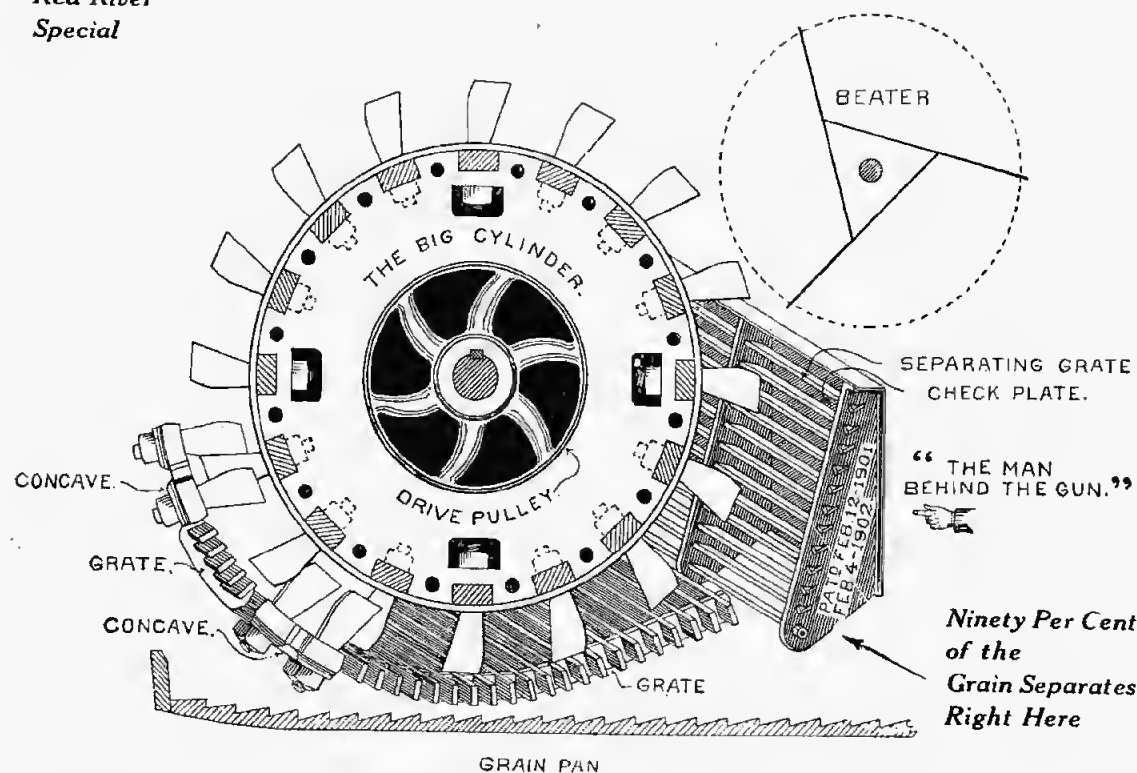
Large, strong cylinder teeth are used, heavy and durable so that the thresherman gets good results from them and is not continually bothered by their breaking out.

The Big Cylinder necessitates the use of larger pulleys, they giving a much steadier motion to other parts of the machine, making the shakers, mill, stacker and self-feeder all run with the strongest and

steadiest motion, as there is less loss and wastage of power by belts slipping.

The larger concaves and grate surface insures better separation at the cylinder. The beater and shakers have double drive so that their motion is kept steady and strong. All this insures better work from every feature of the machine

*Only in the
Red River
Special*



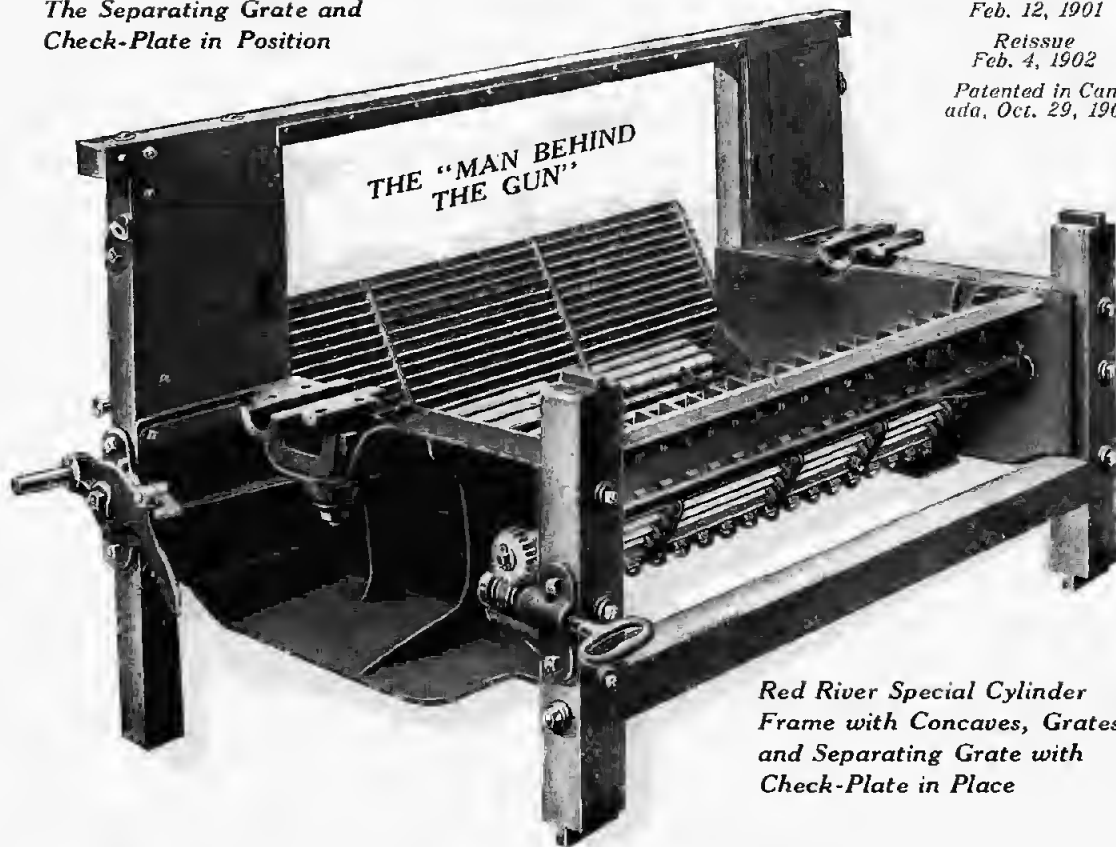
*Ninety Per Cent
of the
Grain Separates
Right Here*

NOT FOUND IN ANY OTHER THRESHER

The Man Behind the Gun

*It is Found Only on the
Red River Special*

*The Separating Grate and
Check-Plate in Position*



*Red River Special Cylinder
Frame with Concaves, Grates
and Separating Grate with
Check-Plate in Place*

*Patented in U. S.
Feb. 12, 1901*

*Reissue
Feb. 4, 1902*

*Patented in Can-
ada, Oct. 29, 1901*



**THE "MAN
BEHIND THE GUN"**
The Separating Grate and Check-Plate

The Separating Grate and Check-Plate, the Man Behind the Gun, is to be found only in the Red River Special. It is the greatest separating device ever put in a thresher and has accomplished more towards popularizing the Red River Special with farmers and threshermen than could have been accomplished in any other way. It is a part of the great scheme of design in the Red River Special Separator, that of *beating* the grain out of the straw.

The Separating Grate stands closely behind the Big Cylinder. It is made of steel slats, and behind it is the Check-Plate. The Big Cylinder and beater drive the straw and grain against the Man Behind the Gun at a rate of speed exceeding one mile per minute and immediately forces the grain through the separating grate, and the check-plate drops it down upon the grain-pan, where it is carried to the

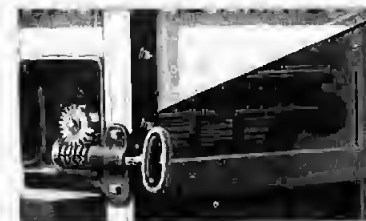


BEST SEPARATING DEVICE EVER BUILT

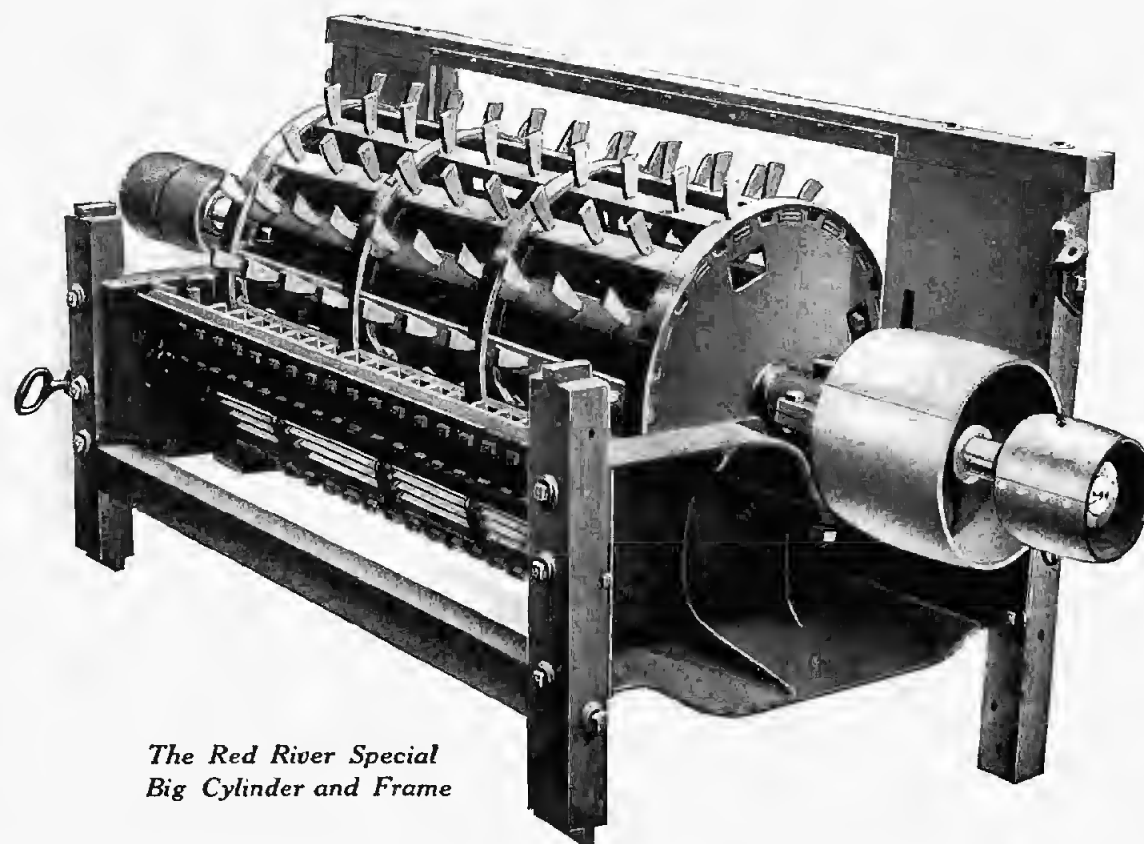
mill. The straw goes on over the grate, upon the shakers, which continue *beating* it until all of the grain escaping the Man Behind the Gun is separated.

The Man Behind the Gun is securely covered by letters patent, both in the United States and Canada, and cannot be used on any other make of thresher. Ninety per cent of the separation is done by it and right at the cylinder, leaving as much separating space and capacity behind it as can be found, all told, in any other machine. No Big Cylinder is a success without the Man Behind the Gun, for the reason that a Big Cylinder will thresh more than the ordinary thresher can separate. The Man Behind the Gun makes it possible to separate all the vast amount of grain threshed by the Big Cylinder. It requires no attention or adjustment whatever, and whether well used or misused, it staunchly does its work in separating the grain under any conditions, and in any and all kinds of weather and in wet or dry grain, in long or short straw, whether operated by an expert or not, whether run by a careful handler, or in the hands of the indifferent or careless, it never fails in its duty in separating all of the grain. It does it without wear or breakage, as it does not have to revolve, vibrate or move in any manner.

When the Big Cylinder first knocks the grain out of the head, separation is complete. To maintain it, the separating grate and cheek-plate was invented, and no other device found in any form or style of thresher made can accomplish so much.



Concave Adjuster



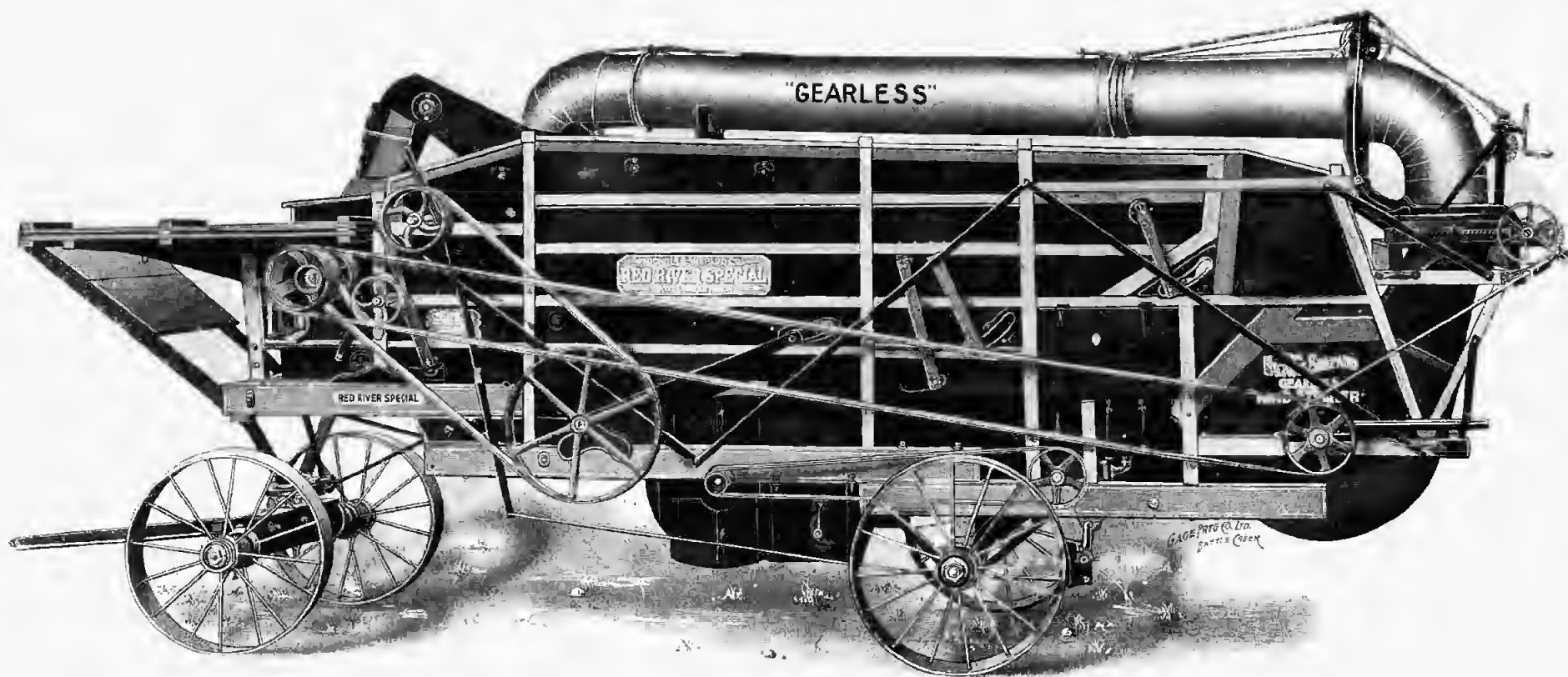
*The Red River Special
Big Cylinder and Frame*

RED
RIVER
SPECIAL
LINE



THRESHERS
STEEL
AND
CIGARS
CRACKERS

TO BE FED BY HAND



THE
STEAM
AND
OIL
PUMPS

THE RED RIVER SPECIAL
Drive Belt Side. Hand Feed. Gearless Wind Stacker

NOTE THE DIFFERENCE

*The Big Cylinder was Installed
To Thresh More Grain
It does it*

Comparisons

Which Show Greater Capacity

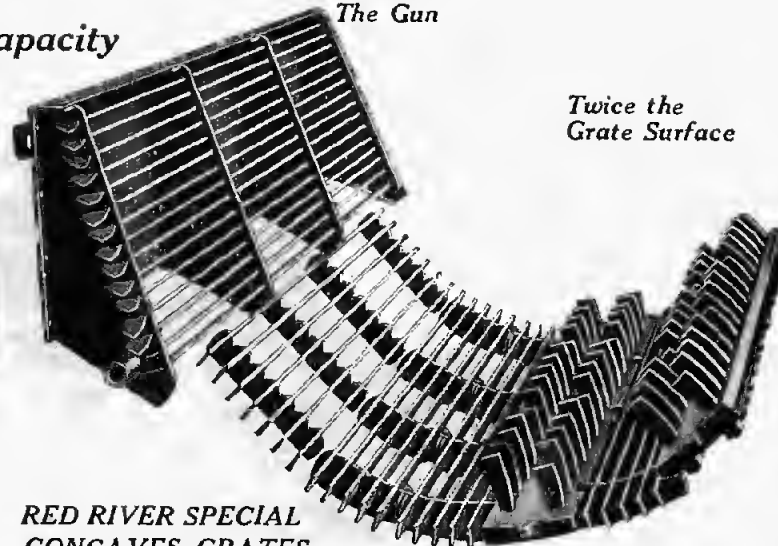
*The Man Behind
The Gun*

*Twice the
Grate Surface*



THE NICHOLS-SHEPARD BIG CYLINDER

*Note the Large Cylinder Boxes and the
Big Pulleys*



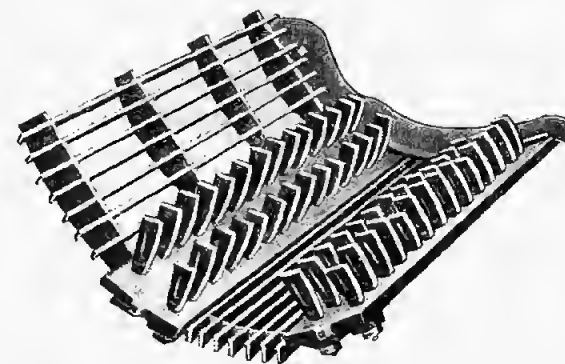
**RED RIVER SPECIAL
CONCAVES, GRATES,
SEPARATING GRATE and CHECK-PLATE**

*Patented in U. S., Feb. 12, 1901, and Feb. 4, 1902
Patented in Canada Oct. 29, 1901*



THE USUAL TWELVE-BAR CYLINDER

Seen in other makes



**CONCAVES AND GRATES IN
SMALL CYLINDER THRESHERS**

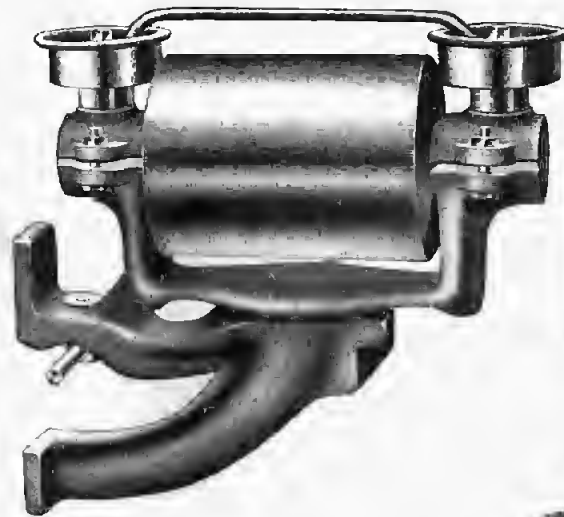
Big Teeth

The big cylinder tooth with large capacity for threshing used in the Red River Special is the biggest and the best big tooth made. Note the illustration, which is actual size.

The big cylinder teeth have a groove in the side of the tooth which doubles its threshing capacity. All Red River Special teeth are made from specially selected steel and are thoroughly inspected and tested before being used. The big grooved cylinder teeth and the big concave teeth enable the Red River Special to thresh more and to thresh better than any other machine made.



*Steel Rim
Truck-Wheel*



Main Drive-Belt Guide



*Actual
Size*

RED
RIVER
SPECIAL
LOVE



THRESHING
STEAM
AND
OIL GAS
FACTORY

The End Shake Shoe

The End Shake Shoe is provided with two wind boards, which will direct the blast just where you want it, and the mill is so arranged that it can be adjusted to give as strong or as light a blast as conditions require. A full complement of sieves is provided, so that the very best of cleaning can be done.

Elevator and warehouse men and grain buyers generally throughout the country concede that the grain coming to them from the Red River Special comes in better shape, cleaner and is docked less than that received from any other machine. These special features make the Red River Special supreme. They carry out the scheme of its design, which is to BEAT all the grain out of the straw, just as a man would do with a fork, and the Red River Special is the only thresher built which accomplishes separation in that manner; all others depend upon the grain falling out while the straw is being dragged through the machine.

The Red River Special is simple, it requires less adjustment than other machines, making it the best for all users, whether experienced or not. The only changes to be made are in the concaves and sieves. To raise or lower the concaves, all you have to do is to turn the handle in the concave holder. To change the sieves simply slide them into place through the large, roomy opening in the side of the machine,—the automatic sieve holder secures them in position.

The wind is easily controlled by wind boards, so that the blast from the mill can be directed on that part of the sieve where it is desired.

The Adjustable Chaffer in the rear of the grain-pan can be used open or closed to meet any condition. There is practically nothing to do but belt up and go ahead. It does not matter what kind of grain or seed—the Red River Special is always ready. It does not matter what the weather may be—the thresher runs right along and threshes fast and well.



RED
RIVER
SPECIAL
LINE



CHAMBER
STEAM
AND
OIL GAS
TRACTOR

The Adjustable Graduated Chaffer

On the back of the grain-pan of the Red River Special is situated the adjustable graduated chaffer, which enables the machine to do the most perfect cleaning. This chaffer can be operated so as to let the grain through upon the sieves just as wanted and just as is needed to accomplish the best results. When the slats are properly adjusted, just enough of the blast from the mill passes up through, removing most of the chaff and grain and short straw, which the grain-pan handles so that the grain readily passes through the chaffer upon the sieves, insuring perfect cleaning.



Not ten per cent of the grain is carried back in the straw and separated by the shakers. Every feature of the Red River Special saves time and money for the thresherman, and it BEATS all the grain out of the straw, making it the most popular and the most profitable thresher for the farmer.

The Uplifting Beating Shakers. They Catch all that escapes "The Man Behind the Gun"



HANDLE FOR ADJUSTING CHAFFER

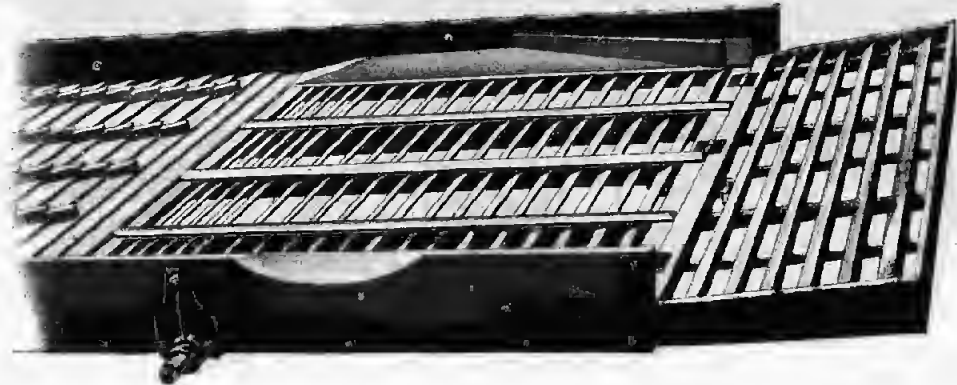
Red River Special Grain-Pan with Adjustable Chaffer

Adjustable Chaffer with Extension

The Cylinder Shaft

The Cylinder Shaft is so strong and heavy that no yoke is required on the outside of the drive pulley. The belt can be put on or off this pulley at will, and in an instant's time. The belt reel enables the operator to fold his belt in a moment's time.

The separator runs so steadily that no blocking is necessary. The stacker and everything about the machine is easily handled.



RED RIVER SPECIAL LINE

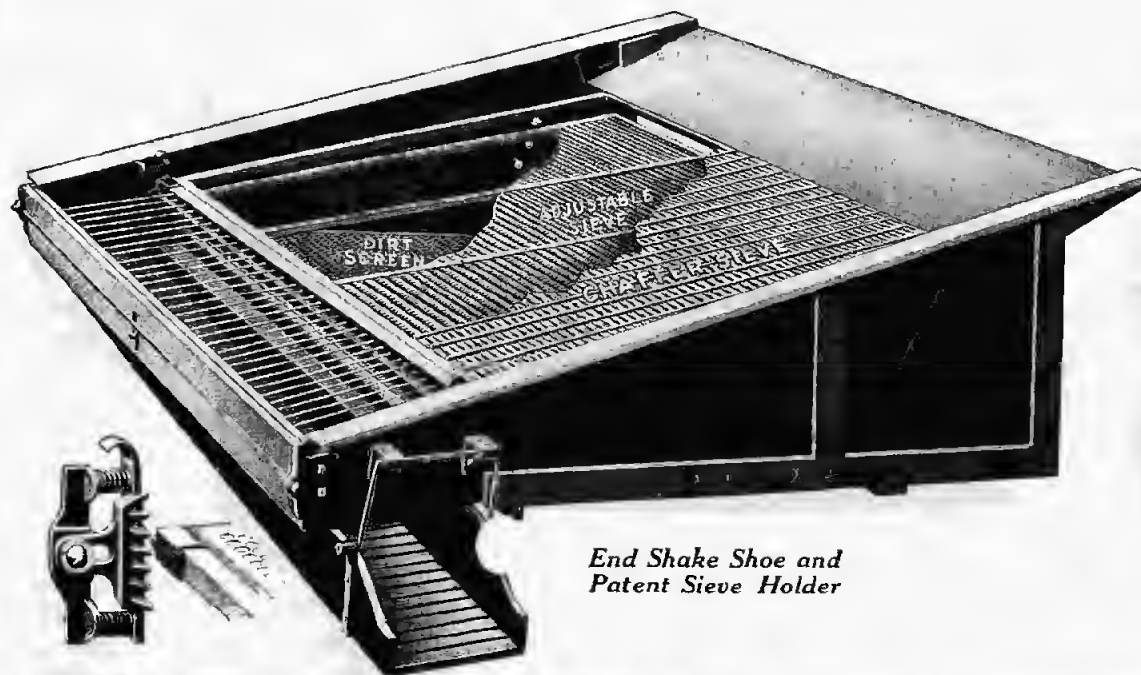
THESE ARE THE BEST STEAM AND GASOLINE TRACTORS

THEY CLEAN THE GRAIN RIGHT

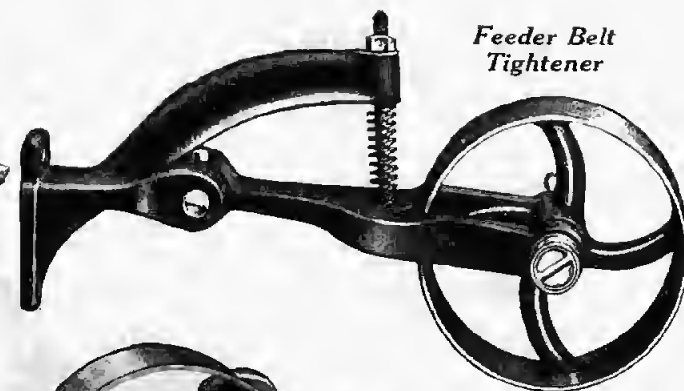
RED
RIVER
SPECIAL
LINE



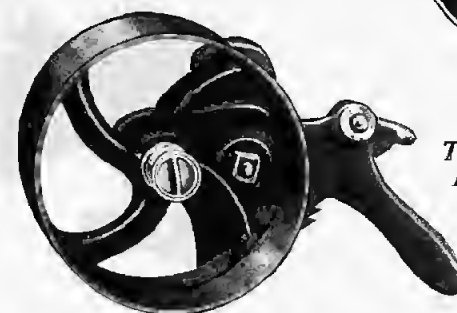
FRESHER
STEAM
AND
OIL-GAS
TRACTORS



*End Shake Shoe and
Patent Sieve Holder*



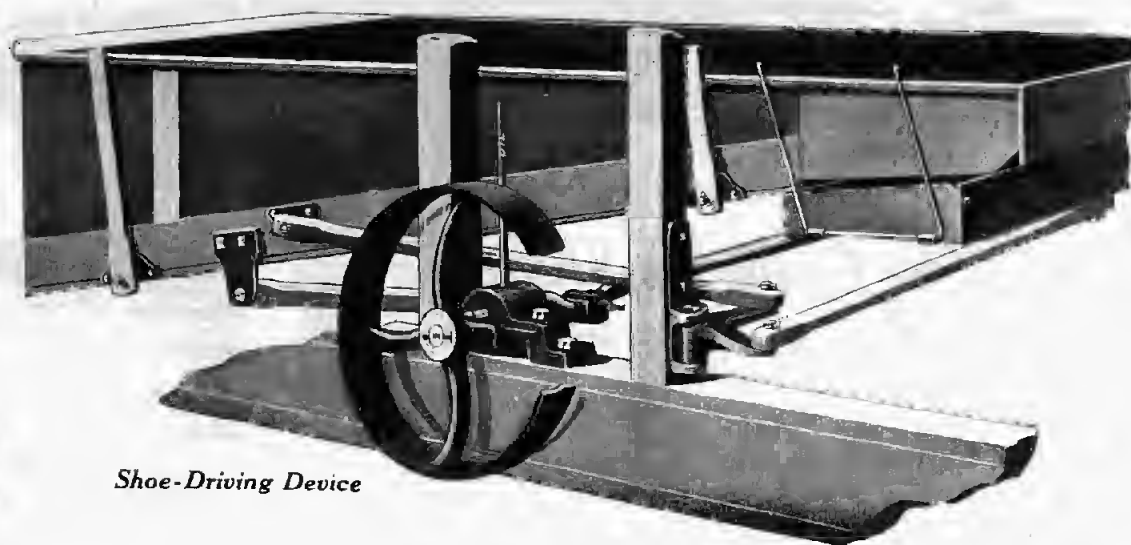
*Feeder Belt
Tightener*



*Tightener to
Main Belt*



The Belt Reel is a Time-Saver



Shoe-Driving Device

The Universal Self-Feeder

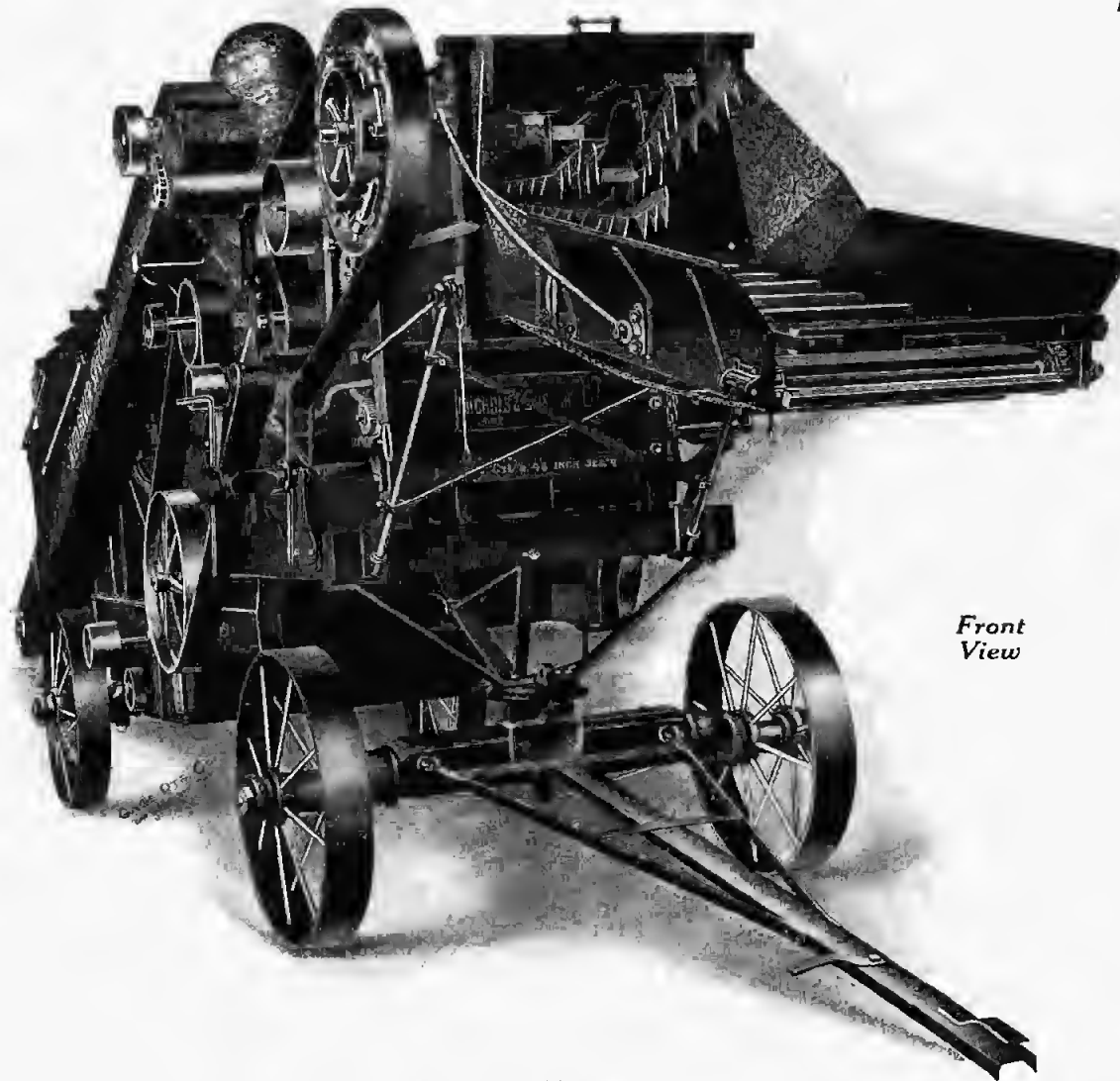
The Nichols-Shepard Universal Self-Feeder is the most capacious and successful crank-shaft and reciprocating arm feeder built. As now improved, it has demonstrated its ability to feed more grain into the thresher without slugging than any feeder heretofore produced.

It is equally successful in headed and bundled grain. Its feed table needs no legs to support it, the feeder being firmly attached to the separator. The cylinder is easily reached by tilting the feeder. The bundle carrier consists of endless links running over sprocket wheels with slats attached to them, which carry the bundles forcefully to the band-cutter knives, the retarder and the cylinder.

It has a dividing board in the larger sizes for use in bundle-feeding which can be easily removed. The grain is carried to the cylinder under the band-cutting knives and feeding arms, which thoroughly cut the bands, tear the bundles and tangled grain apart, and also over the retarder which holds the bottom of the bundle, feeding the top first, as is done in hand feeding.

Large bearings are provided for the crank-shaft and arms.

It has a very quick and sensitive governor. There is no bunching of grain, the feeding being even. It is easily folded by simply removing the rods from the sides and folding the carrier under.



Front View

Feeds without Slugging

RED
RIVER
SPECIAL
LINE



THRESHER
STEAM
AND
OIL GAS
TRACERS

FEEDS FAST AND EVEN

Universal Self-Feeder

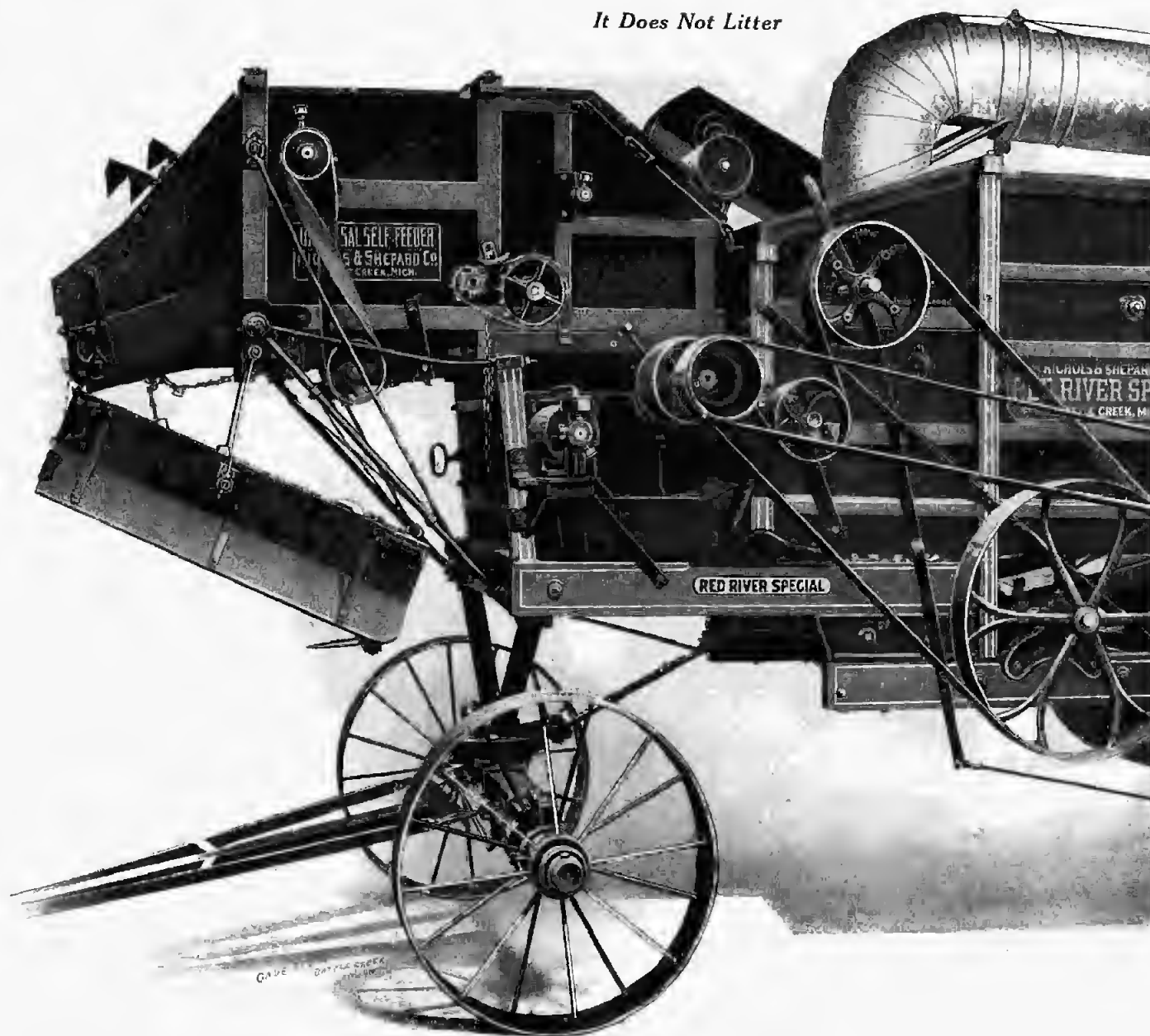
Loaded for Travel

It is provided with a steel Oscillating Pan, with fish-back risers, extending to the cylinder from the carrier, which carries all loose grain, chaff and straw to the cylinder.

Our feeder extension with fourteen-foot carrier in connection with the Universal Self-Feeder makes an ideal outfit for threshing headed grain. The feeder extension is speeded so that it insures a good supply of grain to the feeder at all times.

The Universal Self-Feeder is built for use only with the Red River Special Separator, and as now improved and after thoroughly testing it in comparison with other feeders, we most emphatically recommend it to the thresherman who wants a labor-saving and time-saving and effective self-feeder.

It Does Not Litter



RED
RIVER
SPECIAL
LINE



THRESHER
STEAM
AND
OIL-GAS
MACHINERY

Universal Self-Feeder

"This season I put one of your new UNIVERSAL self-feeders on my separator, and it affords me pleasure to say that it is the most satisfactory feeder I have ever used. I tried it thoroughly in wheat, oats, millet and peas. It will feed any kind of grain and feed it right. The governor controls the feeder perfectly. The combination of sickle and rotary knives was a great improvement. I believe you have in the "UNIVERSAL" a feeder that will please everyone. I can unhesitatingly recommend it. I have had many years of experience with threshing machinery, and I believe the UNIVERSAL self-feeder is the best one on the market."

Franklin, Tennessee,
October 21, 1912.

JAS. L. CARL.

"As to the UNIVERSAL self-feeder, it is a feeder that gives great satisfaction and is very simple in its construction. It feeds steadily, and does not slug the cylinder even when feeding the worst kind of stuff. Some of our competitors told us, after seeing the UNIVERSAL work, that they expect to get the same kind of feeder for their separators and throw away their other makes of feeders."

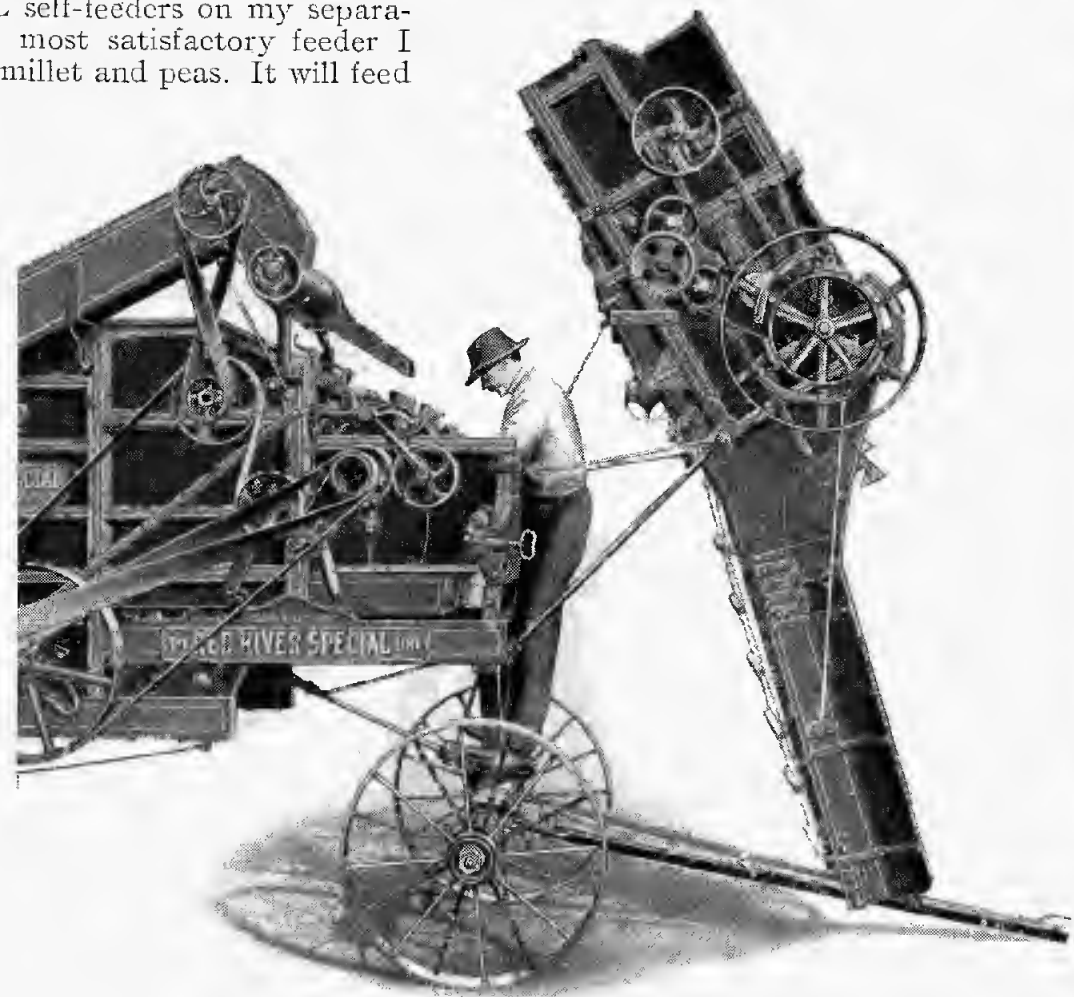
St. Anthony,
North Dakota,
November 26, 1912.

FRANK HAIDER,
FRANK HAIDER, Jr.,
JOHN F. HAIDER.

"The UNIVERSAL feeder is more than you claim for it. No slugging at all, and it feeds all the grain you can put to it. It is the best feeder I have ever seen run, and gives no trouble even in wet grain."

Patch Grove, Wisconsin,
November 14, 1912.

VINCENT NIES.



*The Universal Self-Feeder Raised to Gain Access
to Cylinder and Concaves*

RED
RIVER
SPECIAL
LINE



THRESHING
STEAM
AND
OIL-GAS
TRACTOR

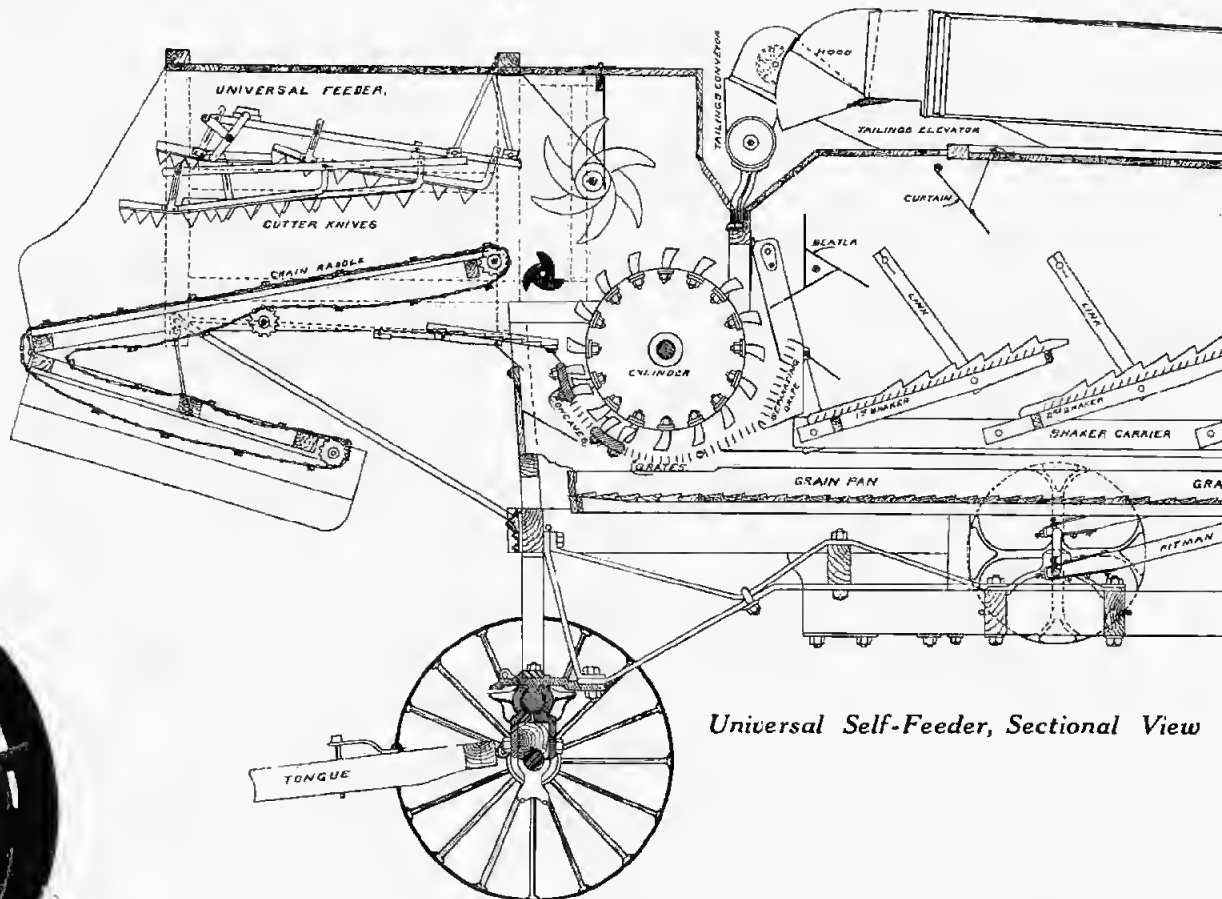
A REAL FEEDER GOVERNOR

"Your UNIVERSAL feeder works fine in every way. We have used it in all kinds of grain and flax, wet, green and dry, and sure gave it a good trial, and that ought to tell the story."

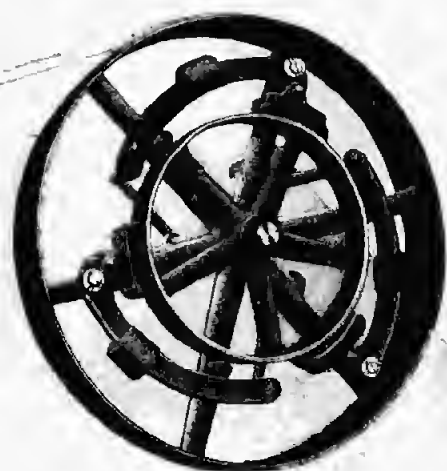
Wm. W. MASON.

Hall, Montana,
November, 10th, 1912.

Universal Self-Feeder



Universal Self-Feeder, Sectional View

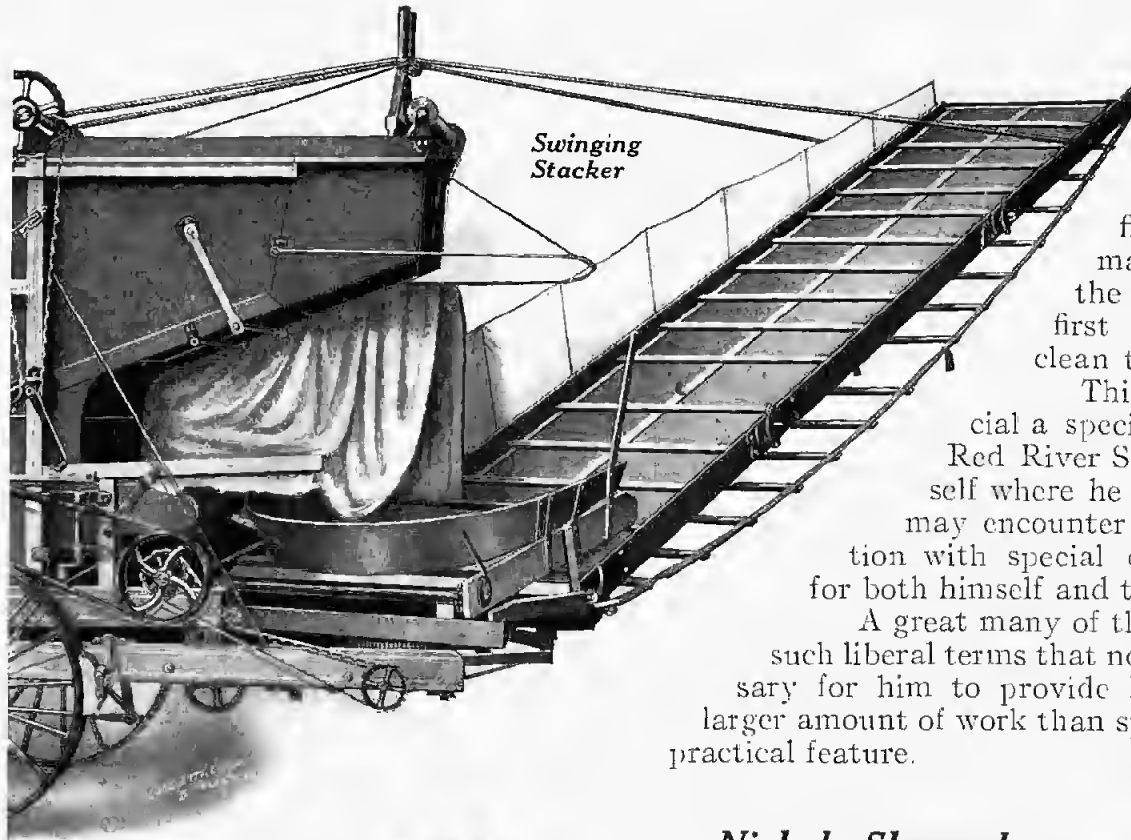


Universal Feeder Governor

"I use your UNIVERSAL feeder on my Red River Special separator, and must say that it cannot be equaled; it has been with the separator from the start and looks good for several years yet. It does the very best kind of work in all conditions of grain. It sure is a winner."

C. R. E. NORDLING.

Nekoma, Kansas,
September 11th, 1912.



Swinging
Stacker

The Clover Attachment

The Nichols-Shepard clover huller concave enables the Red River Special to do an excellent job of clover hulling.

The huller attachment consists of concaves filled with special corrugated teeth, enabling the machine to do most excellent hulling, and with the clover sieves and perforated sheet iron for the first shaker, it enables the machine to separate and clean the seed in excellent shape.

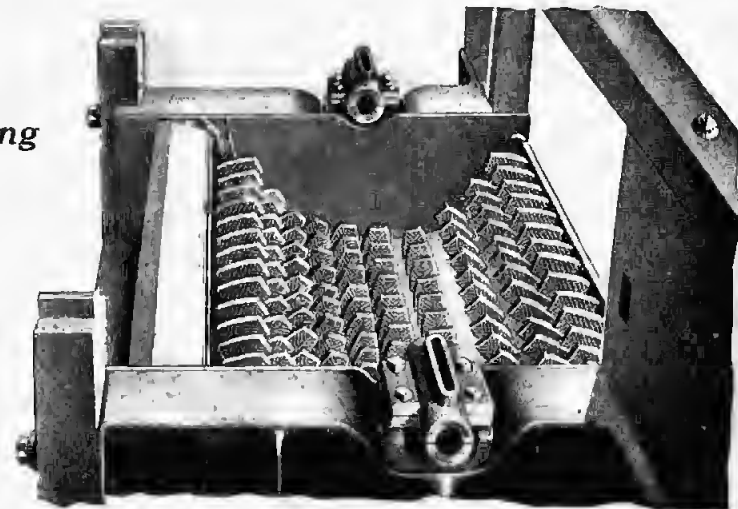
This, of course, does not make the Red River Special a special clover huller, but it enables the owner of the Red River Special, with a very small extra expense, to fit himself where he can not only thresh an occasional job as he may encounter it in his territory, but he can go out in competition with special clover hullers and do the most profitable work for both himself and the farmer.

A great many of them are sold each year, and they are put out upon such liberal terms that no owner of a Red River Special need feel it necessary for him to provide himself with a special clover huller. They do a larger amount of work than special hullers and are in every way an exceedingly practical feature.

Nichols-Shepard Time-Saving and Money-Making Features



Slide Measurer



Clover
Huller
Concave

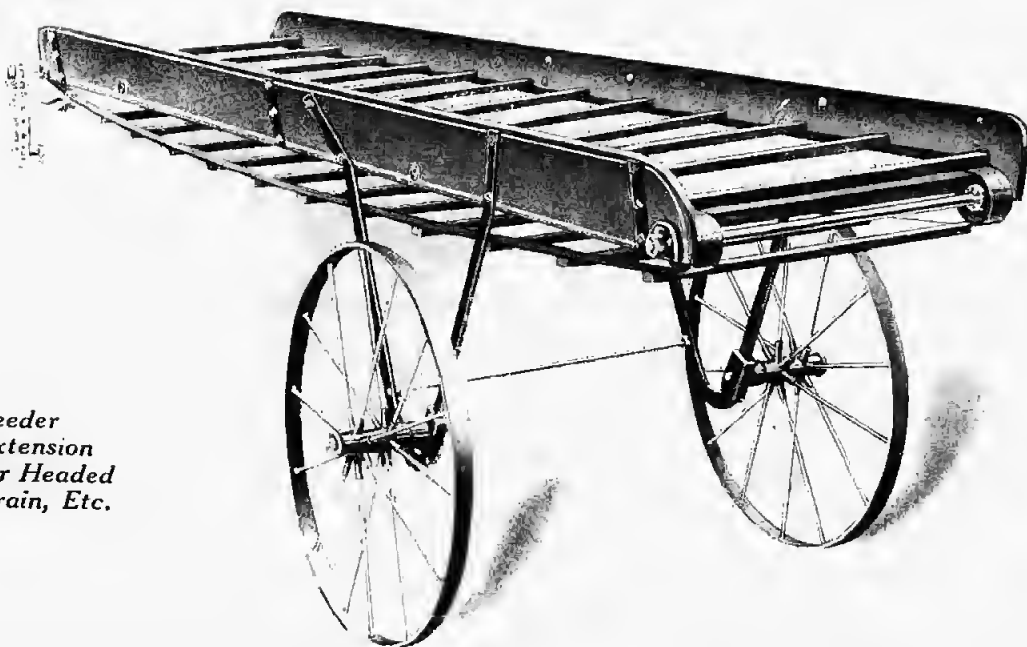
RED
RIVER
SPECIAL
LINE



THRESHING
STEAM
AND
CLEANING
MACHINES

FOR HANDLING HEADED GRAIN

Nichols-Shepard Jackson Self-Feeder



*Feeder
Extension
for Headed
Grain, Etc.*

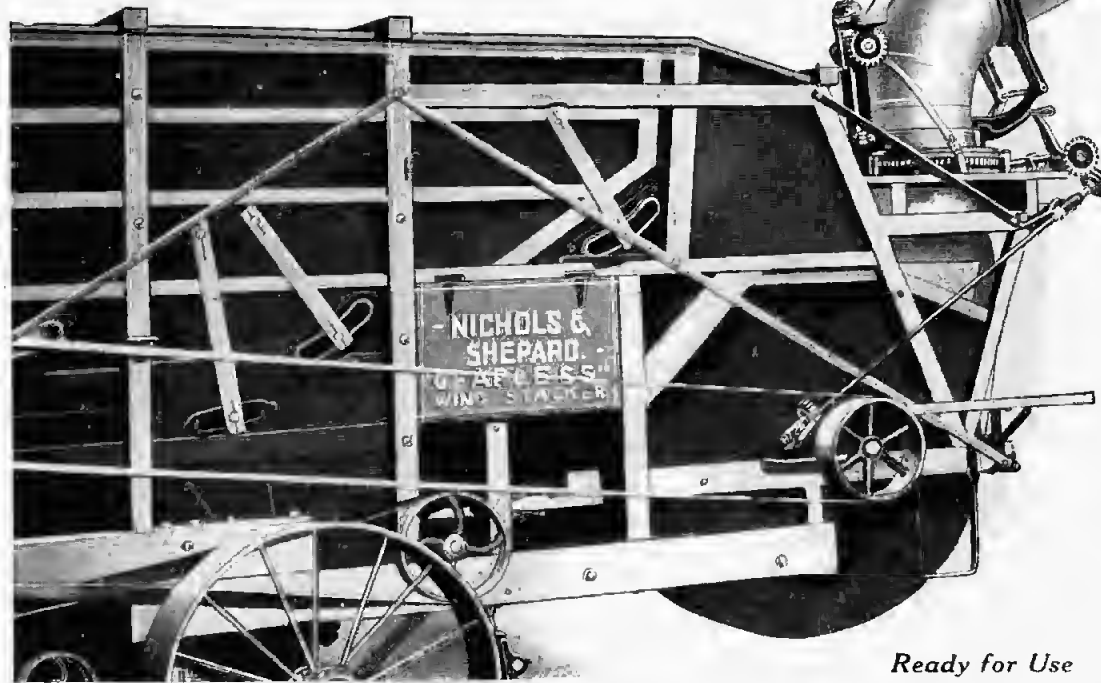
Herewith is shown a cut of the Nichols-Shepard Jackson Self-Feeder. This Feeder is made along the same substantial lines as the Nichols-Shepard and Universal self-feeder and in accord with all up-to-date and advanced ideas of the inventors. It is designed for use in Washington and Oregon where the grain is headed and a side delivery feeder required.

Nichols-Shepard Gearless Wind Stacker

The Red River Special is particularly adapted for use with a Wind Stacker. The chaff and straw come out of the machine together, one above the other, at the same point, dropping directly to the fan. If something happens to shut the machine down suddenly, leaving it full of straw, the straw does not have to be pulled out before starting for fear of clogging. The wind stacker fan gets under full motion before the straw will pass along to it. The Wind Stacker never clogs.

This is a feature peculiar to the Red River Special, and one that appeals to every thresherman.

The wind stacker fan stands vertically at the rear of the right-hand side of the thresher, and is belted



Ready for Use

direct to the cylinder shaft. Minimum power is required to drive the stacker.

The material and workmanship of the Wind Stacker are extra strong. The galvanized iron is thicker than used in other makes. Its arrangement is very convenient for putting in and taking out the sieves.

The Nichols-Shepard Gearless Wind Stacker works! It does not clog, it keeps right on going in any and all conditions, good, bad or indifferent. It has capacity to care for all the straw that can be gotten to it.

It runs with little power and is almost noiseless. Find a thresherman who has used the Nichols-Shepard Gearless wind Stacker and you will find one who is strong in his opinion that there is "no other Wind Stacker made."

RED
RIVER
SPECIAL
LINE



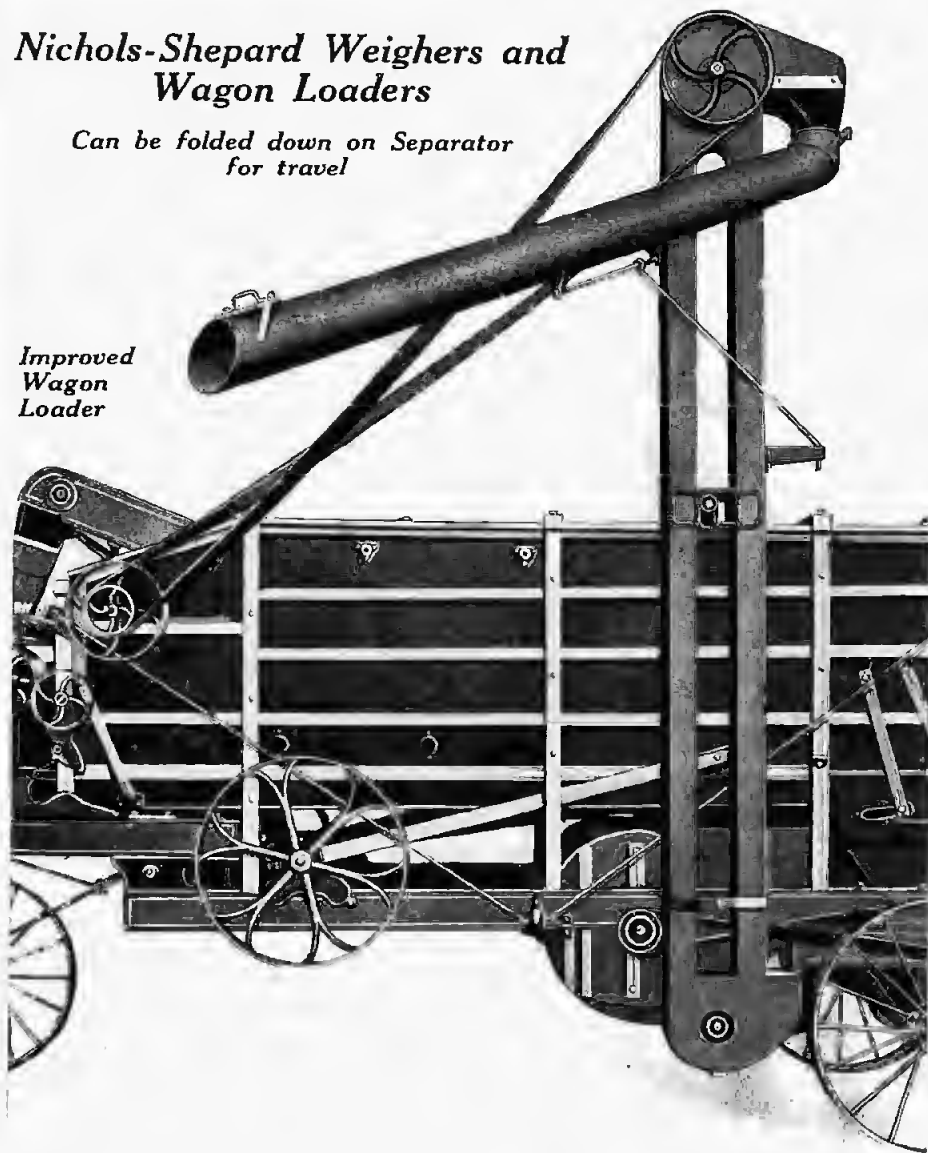
THRESHER
STEAM
AND
GAS
MACHINES

THE BEST IN WEIGHERS

Nichols-Shepard Weighers and Wagon Loaders

Can be folded down on Separator for travel

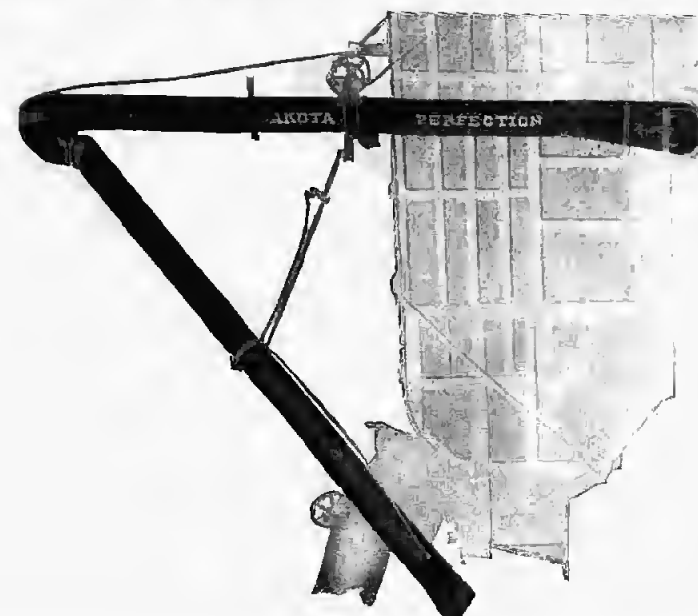
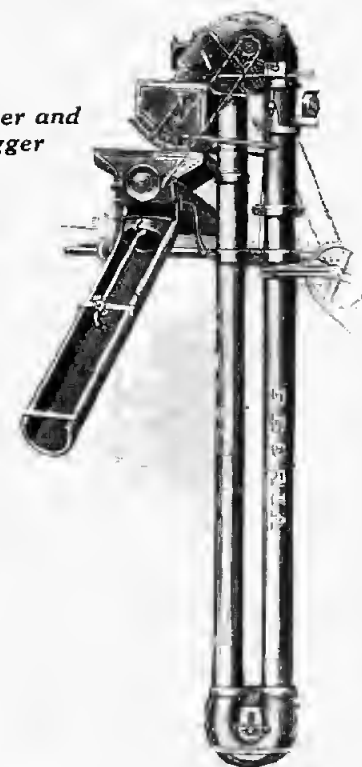
Improved Wagon Loader



Weigher with Wagon Loading Spout



Weigher and Bagger



The Perfection Dakota Weigher

Sizes of Nichols-Shepard Separators

The 44 x 64 Red River Special has a big cylinder 44 inches long; separating conveyors, with adjustable chaffer 64 inches wide; has a full set of belts, supplies, tools, wrenches, etc., and includes belt guide, belt reel, brake, tongue, extra concave and teeth, all without extra charge.

The 40 x 60 Red River Special has a big cylinder 40 inches long; separating conveyors, with adjustable chaffer, 60 inches wide; has full set of belts, sieves, tools, wrenches, etc., and includes belt guide, belt reel, brake, tongue, extra concave and teeth, all without extra charge.

The 36 x 56 Red River Special has a big cylinder 36 inches long; separating conveyors, with adjustable chaffer, 56 inches wide; has full set of belts, sieves, tools, wrenches, etc., and includes belt guide, belt reel, brake, tongue, extra concave and teeth, all without extra charge.

The 32 x 52 Red River Special has a big cylinder 32 inches long; separating conveyors, with adjustable chaffer, 52 inches wide; has full set of belts, sieves, tools, wrenches, etc., and includes belt guide, belt reel, brake, tongue, whiffletrees, neckyoke, extra concave and teeth, all without extra charge.

The 30 x 46 Red River Special has a big cylinder 30 inches long; separating conveyors, with adjustable chaffer, 46 inches wide; has full set of belts, sieves, tools, wrenches, etc., and includes belt guide, belt reel, brake, tongue, whiffletrees, neckyoke, extra concave and teeth, all without extra charge.

The 28 x 40 Red River Special has a big cylinder 28 inches long; separating conveyors, with adjustable chaffer, 40 inches wide; has full set of belts, sieves, tools, wrenches, etc., and includes belt guide, belt reel, brake, tongue, whiffletrees, neckyoke, extra concave and teeth, all without extra charge.

The 22 x 36 Junior Red River Special has a 16-inch cylinder 22 inches long; separating conveyors, with adjustable chaffer, 36 inches wide; has full set of belts, sieves, tools, wrenches, etc., and includes brake, tongue, whiffletrees, neckyoke, extra concave and teeth, all without extra charge. Belt reel and belt guide free if fitted for steam or gasoline power. This separator has wonderful capacity and is the thrasher for light power. It can thresh one thousand bushels of wheat per day and is light and can be easily handled over any road.

Extra sizes, like 40 x 64, 36 x 60 and 32 x 56, can be furnished with sufficient notice

(Width of Separating Conveyors always governs price)

Extra Attachments

NICHOLS-SHEPARD GEARLESS WIND STACKERS
NICHOLS-SHEPARD SWINGING STACKERS
UNIVERSAL SELF-FEEDERS
PERFECTION WEIGHERS, Dakota Style
N. & S. JACKSON SELF-FEEDERS

GLENDAL WEIGHING AND TALLYING
BAGGERS

N. & S. WAGON LOADERS
CLOVER ATTACHMENTS

FEEDER EXTENSIONS
WAGON TANKS
MOUNTED TANKS
TANK PUMPS AND HOSE

COMMON STACKER, 18 feet long, with Raddle, Canvas
Sides, Rope and Windlass for hoisting
HAND FEED PARTS
NICHOLS-SHEPARD WEIGHER, with Double Tube
Elevator

ENGINE TENDERS
DRIVE BELTS
16 x 16 CANVAS COVERS
22 x 34 CANVAS COVERS

RED
RIVER
SPECIAL
LINE



THRESHER
AND
CLEANERS
FACTORY

Testimonials

Iona, Minnesota, January 28, 1913.
Nichols & Shepard Company,
Minneapolis, Minn.
Gentlemen:

You no doubt may think we have died or quit threshing since we bought your 36x56 Red River Special Separator three years ago, as we have never ordered one cent's worth of repairs from you during that time; but we have run this machine about 150 days and never put in one cylinder tooth, neither have we lost one minute's time on account of this separator. It has given us as well as our customers the very best of satisfaction and has certainly been a money-maker as well as a friend-maker, because all our customers are highly pleased with the work this separator has done for them.

As for myself, I am so well pleased and have made so much money with this separator that I enclose you an order for one of your 25 Horse Double Cylinder Engines and a 40x60 Red River Special Separator complete, to be shipped to me June 1st. This is the best way I can show my appreciation of the work of your machine.

Yours truly,

FRANK BALKENOL.

Clinton, Wisconsin, June 4, 1912.
Nichols & Shepard Company,
Battle Creek, Michigan.
Gentlemen:

Seven years ago we started to thresh with a Nichols & Shepard outfit, consisting of 16 Horse Single Engine and 32x52 Red River Special Separator. We were \$1800.00 in debt on our farm, besides other debts which we had.

We had a very good run in our locality near the Illinois state line and have made enough with our outfit to pay off the indebtedness on our farm, have built several buildings on the farm and last year we put up a very good house on

the place, which cost about \$3500.00. We are more than pleased to say that it was all paid for through the run which we had with our Nichols & Shepard outfit.

We are not afraid to say that if we had not been users of Nichols & Shepard machinery we undoubtedly would have had a mortgage still on our farm. We have now run the outfit seven falls and today it is still in fine shape and does perfect work. The farmers are clamoring for us to do their threshing every fall and we have no trouble making money when we have an outfit that is built right.

Good luck to the Nichols & Shepard Company.

Yours truly,

EDDIE EDSON.

Hadley, Minn., March 30, 1912.
Nichols & Shepard Company,
Minneapolis, Minn.
Gentlemen:

You no doubt will be surprised to hear from me at this late date in regard to the 25 Horse Single Engine I bought of you five years ago.

This engine is without any exception the best engine in Murray County. I have used as low as 100 pounds of coal per hour for days at a time, doing heavy threshing, and used as low as two tanks of water in 12 hours' run.

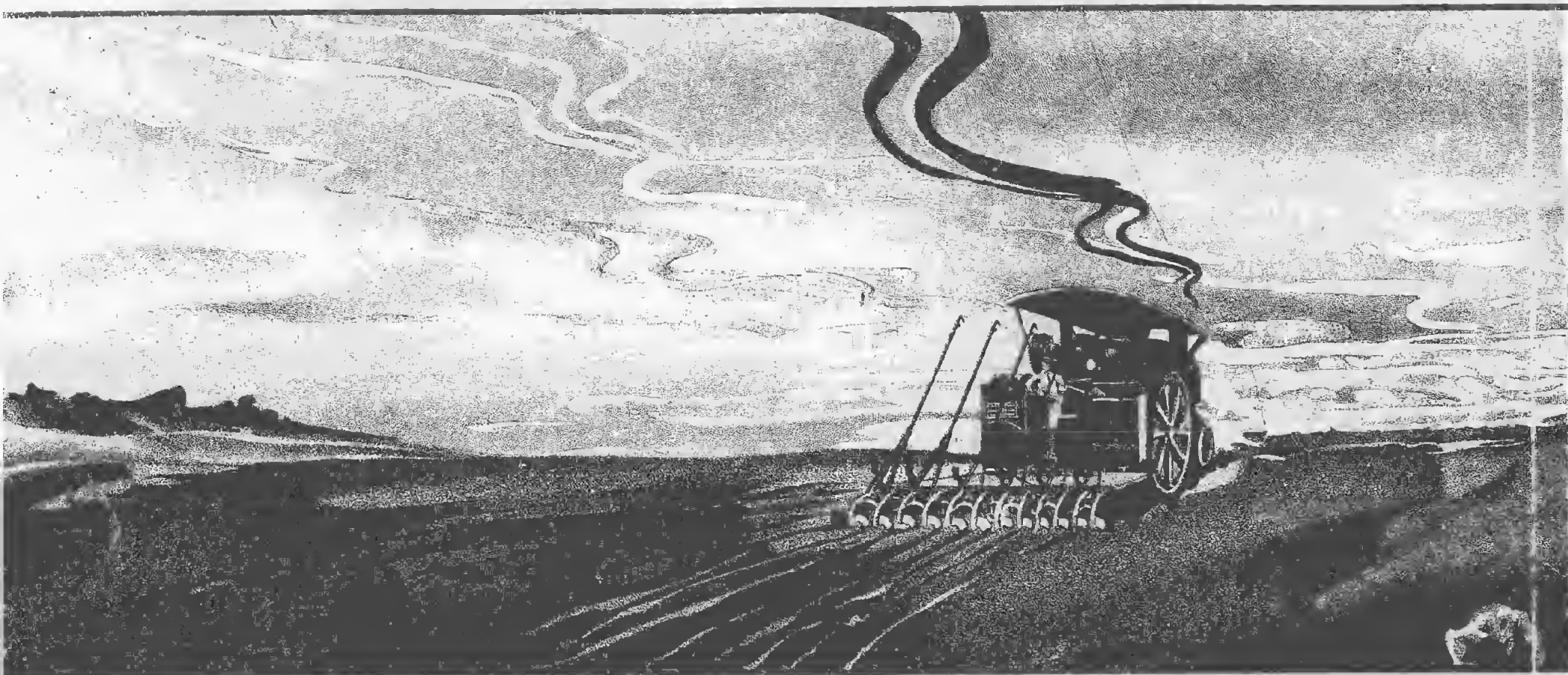
She has cost me less than \$10.00 in the 300 days I have run her threshing, grading and shredding, and the engine is as good as new, with practically no wear on the gears.

Fifteen hundred dollars in cash will not buy my engine today, as I consider her worth as much as two of any other make.

Wishing you success and assuring you that should I live long enough to wear my engine out I will surely buy another Nichols & Shepard engine, I am,

Yours truly,

CARL CLAUSON.



BRANCH HOUSES

Fargo, N.Dak. Minneapolis, Minn.

Billings, Mont. Regina, Sask.

Winnipeg, Manitoba, Calgary, Alberta.

Madison, Wis., Peoria, Ill.

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GEO. H. GALLAGHER CO., Spokane, Wash.

CONSOLIDATED WAGON & MACHINE CO., Salt Lake City, Utah.